

REFERENCE DEPARTMENT
CALIFORNIANA
REFERENCE DEPARTMENT



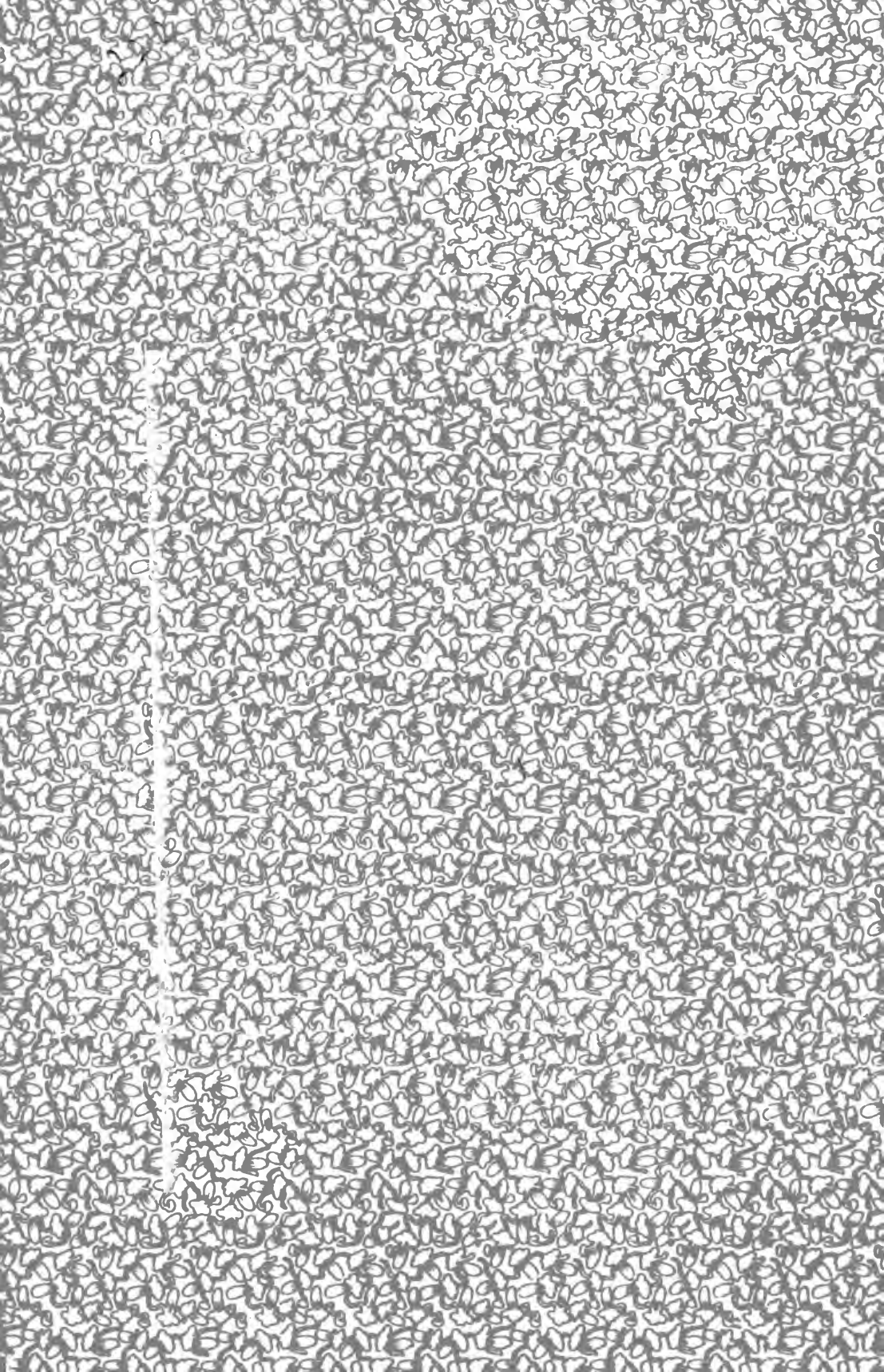
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The Exempt Firemen

OF SAN FRANCISCO

❁❁ THEIR UNIQUE AND GALLANT RECORD ❁❁

Together with a resumé of the San Francisco Fire Department
and its personnel

HISTORICAL—BIOGRAPHICAL

Profusely Illustrated

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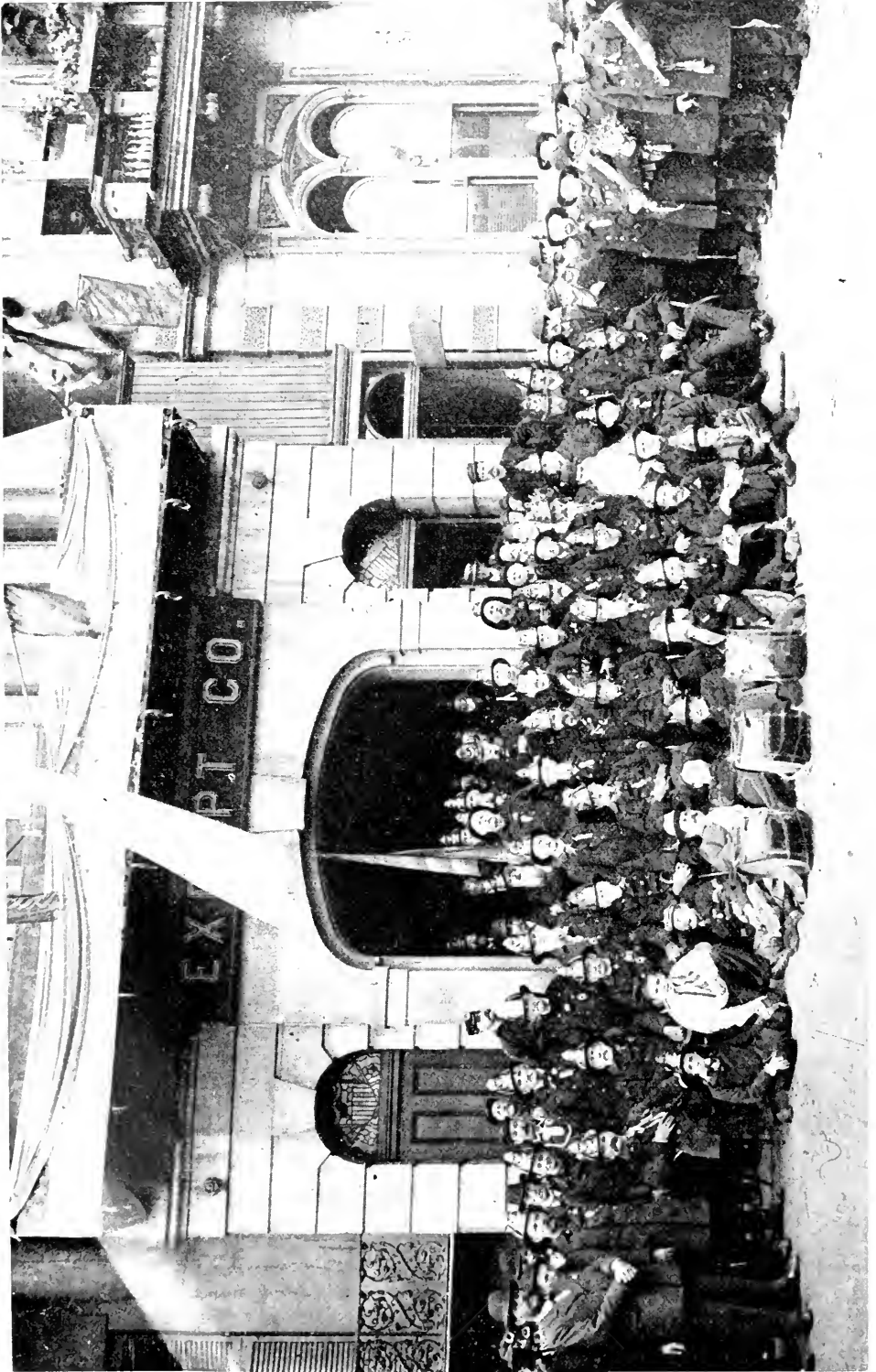
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San Francisco Fire Department

EARLY DAYS

IT HAS been well said that an efficient fire department is the right arm of a city. With equal truth it may be affirmed that of all the public institutions of San Francisco none has rendered more faithful and substantial services to its citizens than its Fire Department. Founded in the stormy and exciting times of '49 to meet the exigencies of an imperative need, the members have, from that time to the present, consistently devoted their best energies and risked their lives in the meritorious work of protecting the lives and properties of San Francisco merchants and citizens. At all times they have nobly done their duty, sometimes at terrible risks and without counting the cost, and have been the means of effecting a saving of many millions of dollars worth of property that otherwise would have been lost by the ravages of the dreadful fire fiend. No human effort calls for greater personal courage than to face the perils of a burning building, where men, women and children are exposed to imminent and torturing death, and such an occasion demands the coolest judgment, the strongest nerve and the highest order of courage from those who are engaged in the perilous work of rescue. There are occasions when a great fire offers almost as ample scope for the display of exalted heroism as the field of battle. In the heat of actual conflict of arms men are urged to feats of valor under the strong impulse of a paroxysm of excitement and have no time to think of the appalling consequences of a miscarriage of their efforts.

But in waging war against an inanimate and stupendous force as a vast burning building presents, especially during the hours of darkness, a man has more time for reflection, and consequently is not fortified by the same stimulus as the man of war. The enemy a fireman fights shows no mercy and might well frighten a dozen armies, and yet the reward of the brave fireman who performs an heroic deed, at imminent risk of his own life, is never commensurate with the service he has rendered, and is not so highly esteemed by the people as some less worthy achievement performed on the bloody field of battle. All honor then to the brave firemen of the present and the past who have accomplished so much real and substantial good in the city's service. All things must have a beginning and all beginnings have a cause. The Fire Department of San Francisco sprang into existence as a result of the disastrous fire of the 24th of December, 1849. Prior to that time there had been no fire department or company of any kind. The earlier settlers probably had never had brought home to them, with the lurid vividness of ocular demonstration, the supreme necessity of having an organized and well-equipped fire department. But at the close of the year 1849, so memorable in this city's history, the citizens were compelled to turn their thoughts, for a time, from the more congenial task of money-making to the work of providing some sort of protection for the city against the occurrence of fire. The population of



A GROUP OF EX-EMPT FIREMEN IN FRONT OF THEIR HEADQUARTERS
Taken in the year 1893

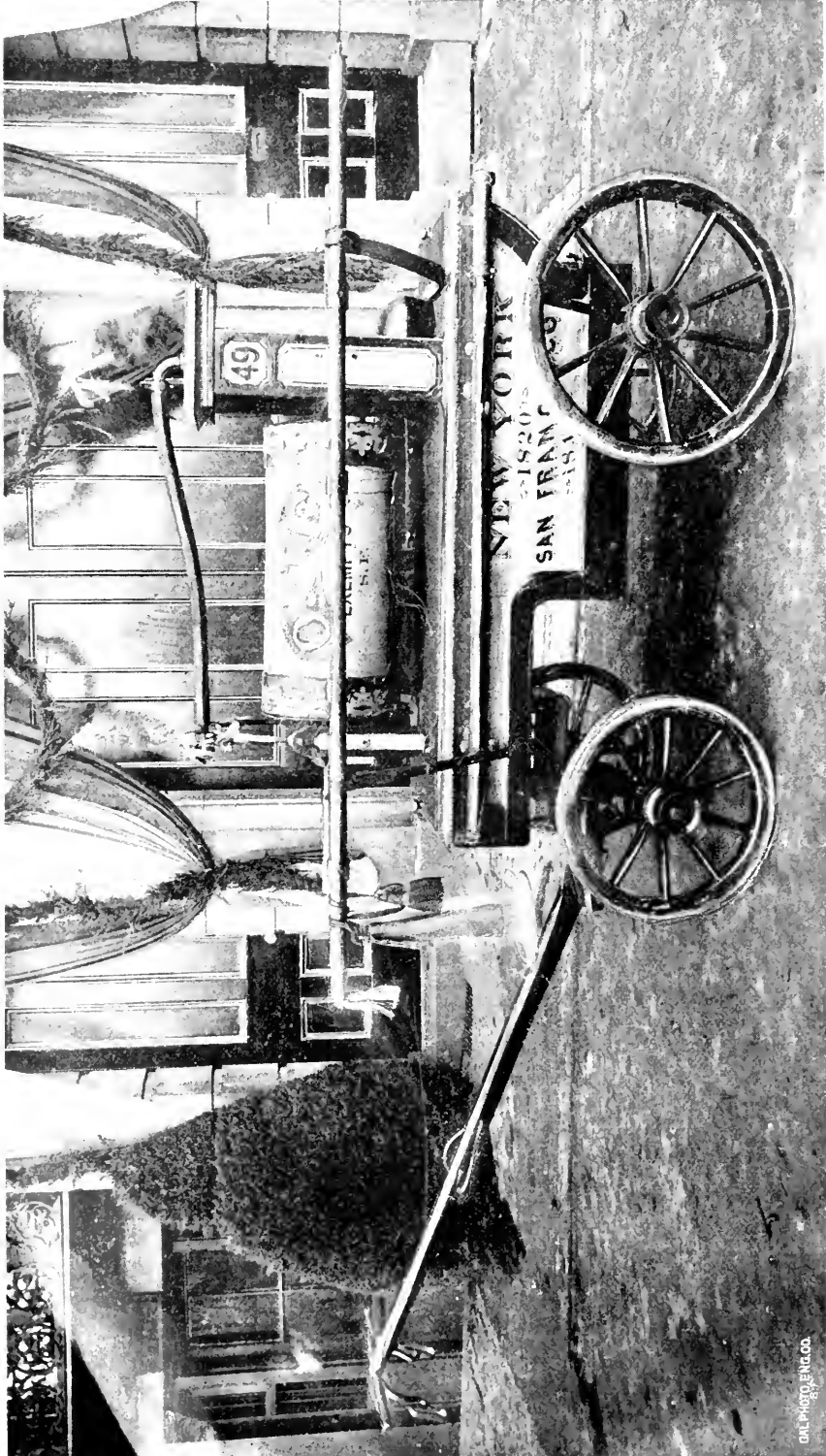
the city at that time was a queer assortment of all sorts and conditions of men. Gambling and drinking went on without let or hindrance, and it was no wonder, as we shall subsequently see, that the great fire of December, 1849, was succeeded, in a comparatively brief interval, by several other fires that swept whole blocks away in their fury. The buildings of the city were of the flimsiest character. The houses were mere shells of wood, ceiled and walled with cotton cloth and offering a most inflammable fuel with which to feed a fire. On the 24th of December, 1849, what has now passed into history as the "First Great Fire," occurred. It broke out early in the morning in Dennison's Exchange, on Kearny street opposite Portsmouth Square, and spread towards Montgomery street. Fortunately there was no wind, but even without that aid the flames rapidly enveloped all the adjoining buildings and swept away all the houses but one on Kearny street between Clay and Washington. Amongst other notable buildings consumed were Dennison's Exchange and the "Parker House." These places were rated as the most valuable in the city, owing to the high rentals they brought for gambling purposes, the Parker House returning a rental of no less than \$60,000 a year. Over fifty houses were reduced to ashes and the total loss was estimated at \$1,000,000.

This great fire caused the citizens to realize the great danger they stood in from fire, without means of any kind to combat the fiery element when it did break out. In the circumstances all was done that could be done to abate the rigors of the conflagration, and the citizens had to resort to heroic measures to that end. Mayor Geary, supported by a willing and vigorous corps of citizens—

hastily organized on the spot and without time to marshal the undisciplined forces into anything like order—worked like Trojans to save what property they could. Buildings were pulled down, and in some instances blown up with gunpowder, so as to prevent the spread of the flames, and the fire having nothing more to consume eventually burnt itself out.

This was the fire that gave rise to the necessity of creating a fire department. Fortunately there were in the ranks of the citizens of that day several able and experienced ex-members of Eastern fire departments who had been attracted to San Francisco by the gold discoveries, and on Christmas day, 1849, the day after the fire, a preliminary meeting was held of several influential citizens for the purpose of establishing a fire department for the city. The leading lights at this meeting were Frederick D. Kohler, David C. Broderick, George H. Hossefross, George W. Green, William McKibben, Benjamin Ray, Charles W. Cornell, John A. McGlynn and others. David C. Broderick had been a member of the New York Volunteer Fire Department, then an exceedingly prominent organization, and enjoyed the reputation of being one of the most fearless firemen on duty and one of the most courageous and effective fighters in the boxing encounters which, in those days, frequently took place between the rival fire companies of New York. In January, 1850, the ambition of the citizens to organize a fire department materialized.

At that time three engines were all the machinery procurable in the city, and those not properly provided with hose. These engines were purchased and three companies formed to take charge of them, and called the San Francisco, Empire and Protection. F. D. Kohler



ENGINE NO. 49.—THE FIRST TUBE ENGINE USED IN SAN FRANCISCO
Built in New York City, in the year 1820, for Martin Van Buren, President of the United States. It was brought around Cape Horn to San Francisco in the year 1849.

OKL PHOTO ENCL CO.

was appointed Chief Engineer. He was a fireman of great experience and in his day held high offices of state in California, being successively State Assayer and County Recorder. Mr. Kohler and Mr. Broderick had known each other in New York, where the former had followed the occupation of a worker in precious metals. Besides the close connection between these two men in fire department matters, they were intimately associated in business under the name of "Moffat & Co." in San Francisco. Mr. Kohler utilized his knowledge and skill as a handicraftsman, and started business with Mr. Broderick as manufacturers of private coins under the firm name mentioned. Both rapidly amassed large fortunes, as the need of a circulating medium among such a rapidly formed and vast community was strongly felt, and large quantities of foreign coins came into the country and passed from hand to hand without much reference to their intrinsic worth. As an instance of the enormous profits these men were making it may be stated that their business was confined to making five-dollar and ten-dollar pieces, which were worth only four dollars and eight dollars respectively. These, then, were the men who were the chief factors in the establishment of a fire department for San Francisco. Bold, able and enterprising they brought to the discharge of their duties an experience acquired in the Eastern States, which proved of inestimable value to the infantile, but lusty city of the Pacific Coast.

Mr. Broderick became foreman of one of the companies, known as Empire No. 1 and afterwards as Broderick No. 1, in his honor. The firemen had not long to wait to prove "the metal of their pasture," as on May 4, 1850, the "Second Great Fire" took place. Less than five

months had intervened since the disastrous fire of the preceding Christmas Eve, but in that short interval the block that had been destroyed had been rebuilt. Localities that produced such magnificent rentals could not be allowed to lie idle, and at the time of the second fire the block was as densely covered with buildings as it had been before. Though the houses were larger they were no more substantial than their predecessors and served little other use than to furnish fuel for the "Second Great Fire." This fire broke out on the 4th of May, 1850, and originated in the United States Exchange, a drinking and gambling house built on the site of the old Dennison Exchange. It spread with great rapidity east, north and west, sweeping over and destroying the entire block between Kearny, Clay, Montgomery and Washington streets, with the exception of two houses, and the entire two blocks between Montgomery, Washington, Dupont and Jackson streets, with the exception of a few buildings on Jackson near Montgomery. Three hundred houses were destroyed and property valued at from three to four millions of dollars. As the first fire had inflicted the greatest losses on gamblers and speculators, so this second fire fell more severely upon the merchants. The fire companies worked strenuously and well to arrest the progress of the flames, but their great difficulty was in the want of water. Finally the fire burnt itself out through having no further material to consume, as buildings in the path of the fire were torn down or blown up with the object of staying the march of the all-devouring flames. At this fire one life was lost and several persons injured by the discharge of firearms left loaded in the burning houses. This fire, and the former one, bore strong evidences of

having been the work of an incendiary, and accordingly a reward of \$5,000 was offered by the Mayor for his detection. Several persons were arrested, but were ultimately discharged, as no sufficient

the city destroyed, when on the 14th of June of the same year, scarcely six weeks having intervened, the city was visited by another fire, known as the "Third Great Fire." It became plain



FREDERICK D. KOHLER
First Chief Engineer of the San Francisco Fire Department. Elected in 1850 and served until his term expired, November 3, 1851

evidence was forthcoming to support a charge of arson.

With wonderful celerity the citizens set about repairing the loss occasioned by this fire, and were making rapid progress towards rebuilding the portions of

at this fire, if it had not been so before, that the ordinary frame buildings, lined with cotton and paper, of which most of the city had been built, were very unsafe, and that with such houses in case of a fire while the usual winds were

blowing, it would be next to impossible to stop it. For this reason, while most of the burnt district was being replaced with new frames a number of brick buildings were started, and particularly along the west side of Montgomery street, between California and Jackson, and vigorous efforts were made to organize more fire companies and to increase the efficiency of existing ones by constructing wells and cisterns ordered by the city authorities. While these were going forward and great energy was being displayed in plans and preparations to meet and combat the destroying element in future conflict the "Fourth Great Fire" occurred, which originated early on the morning of September 17, 1850, in the Philadelphia House, a drinking place on the north side of Jackson street, between Kearny and Dupont. About one hundred and fifty houses were consumed and half a million dollars worth of property. So frequent had fires become and so disastrous in their consequences public meetings were called to take measures to reorganize the fire companies, which at that time consisted of the San Francisco, Empire and Protection, and it became apparent that three imperfectly provided companies could do little to arrest the progress of a great fire. New companies were enrolled and named the Empire, Eureka, Howard, Monumental and California Engine Companies, and St. Francis, Howard and Sansome Hook and Ladder Companies. Under the new order of things the department began to assume a proper form, and so great an interest was excited in behalf of the department that the city councils were induced to expend the city funds liberally in procuring apparatus and locating reservoirs. From this time a regular system prevailed in governing the department, based on that of New York.

In August, 1851, Mr. Kohler retired from his position as Chief Engineer, and first assistant, Mr. Ebbets being absent from the city, Mr. T. K. Battelle, the second assistant, served as chief until the annual election in November at which F. E. R. Whitney was elected chief, Charles L. Case, first assistant, Wm. McKibbin, second assistant and R. R. Harris, third assistant. On the 17th of the same month Mr. Whitney was compelled to resign, owing to ill health, and on December 6th Mr. George H. Hossefross was chosen for the office. Hossefross was the actual founder of the Exempt Fire Company. He was one of the "forty-niners," a native of Baltimore and a fireman before he came to California. He appears to have risen rapidly in the esteem and good will of his fellow citizens and in 1853 was nominated for the office of Sheriff. He founded the Fireman's Charitable Fund and for many years was Superintendent of Streets. He was the first man in California to successfully apply hydraulic force to raising large and heavy buildings, necessitated by changes in the city's grade. He died in 1865, deeply lamented. During his tenure of office as Chief Engineer he discharged his duties to the complete satisfaction and great advantage of the department.

On the 7th of February, 1852, Messrs. Case and Harris also resigned, in consequence of which Mr. McKibbin became first assistant and Messrs. James A. Hankman and Gardiner P. Kingsland were elected second and third. All of these officers devoted much time to the proper development of the system and succeeded in raising it to still higher standards.

On the 8th of April, 1852, the Fire Department obtained a new ordinance from the city authorities during the

Mayoralty of C. J. Brenham. Under this ordinance the department was reconstructed by the creation of a board of fire wardens, consisting of the three assistants and the secretary of the board

of them, and discover and have punished any violation of the various ordinances for the prevention of future conflagrations.

At the annual election of December 6, 1852, Mr. Hossefross was re-elected



GEORGE H. HOSSEFROSS

Third Chief Engineer of the San Francisco Fire Department. Elected December 6, 1851, and served until his term expired, October 1, 1853

of delegates and superintended by the Chief Engineer, with such police jurisdiction over the respective fire districts as to allow them to examine all places in which fires were used, ascertain whether danger was to be apprehended from any

chief by a handsome majority, and Messrs. Charles P. Duane, A. R. Simons and E. A. Ebbets chosen assistants. Owing to private business matters necessitating Mr. Hossefross' presence in the East he resigned his office. Charles P.

Duane was elected to succeed him in December, 1853; Messrs. Edward A. Ebets being first assistant, Joseph Capprise second and Charles S. Simpson third.

In 1854 Mr. Duane was again chief, with J. Capprise first assistant and W. Free second assistant, and F. Wheeler third assistant.

In 1855 James E. Nuttman became Chief, W. Free first assistant, J. Capprise second assistant and A. Devoe third assistant.

In 1856 F. E. R. Whitney came into power, and held the reins of office as Chief Engineer till 1860, inclusive. During the same years D. T. Van Orden was first assistant; L. H. Robie was second assistant in 1856, 1857 and 1858, and S. S. Gordon in 1859 and 1860; C. Walsh was third assistant in 1856 and 1857, S. S. Gordon in 1858 and E. F. Stuart in 1859 and 1860.

In 1861 David Scannell—the Saul amongst the prophets of Firemen—took the helm, and filled the office of Chief with conspicuous ability until the Volunteer Department expired. In 1861 S. S. Gordon was first assistant, E. F. Stuart second and John C. Corson third. In 1862 E. F. Stuart was second assistant, J. G. Corson second and F. Evans third. In 1863 J. G. Corson was first assistant, F. Evans second and C. D. Connell third. In 1864 Frank Evans was first assistant, C. D. Connell second and C. Mooney third. In 1865 Charles D. Connell was first assistant, C. Mooney second and T. Finerty third; and in 1866 Cornelius Mooney was first assistant, Thomas Finerty second and Charles McCann third.

There were in what was ordinarily understood as the "Old Volunteer" Fire Department fourteen fire engine companies, three hook and ladder companies and several hose companies. It

will be in place here to give a brief history of each company.

EMPIRE ENGINE CO., NO. 1.

Was one of the three original companies of 1849, but was not regularly organized till June 4, 1850. It was afterwards named Broderick Engine Co., No. 1, in honor of its first foreman. The citizens most influential in its origin were Messrs. D. C. Broderick, F. D. Kohler, Wm. McKibbin, George W. Green, C. W. Cornell and J. A. McGlynn. Mr. Broderick was elected the first foreman, G. W. Green assistant, Wm. McKibbin secretary and James Grant treasurer. Early in 1851 the members organized a target company, after the then prevailing fashion in New York, and paraded one hundred and twenty-five muskets. Its engine house was on Kearny street, between Sacramento and California.

MANHATTAN ENGINE CO., NO. 2.

This company was organized January, 1854, in place of the old Protection Company, and its successor, Lady Washington Company, both of which had been disbanded. It was formed mainly through the exertions of Messrs. David L. Beck and D. B. Arrowsmith, who took a lively interest in the department. Its engine was located on Montgomery street, adjoined the old Metropolitan Theater.

HOWARD ENGINE CO., NO. 3.

Was organized June 14, 1850, by various citizens, who had been old Bostonian firemen. The prime movers in the enterprise were Messrs. Franklin E. R. Whitney, John S. Eagan, Thomas K. Battelle and G. Lewis Cook. A few days after their organization they were placed in possession of a fine Hunaman engine, which had arrived from Boston in the ship Windsor Fay, having been ordered early in 1849, on private account, by a well-known and public-spirited citi-

zen, William D. M. Howard, who, immediately on arrival of the engine, placed it at the disposal of this company. As a compliment to him the company adopted the name of "Howard." Its

Valley, prominent among whom were Messrs. Moses G. Leonard, George N. Shaw, W. Neely Thompson, George J. Oakes, George M. Garwood, Caleb Hyatt, R. S. Lamott, George Endicott and



SENATOR DAVID G. BRODERICK

Foreman of Empire Engine Company No. 1, who was one of the chief factors in the establishment of the first fire department in San Francisco

house was on Merchant street, a brick building with stone front, between Montgomery and Sansome streets.

CALIFORNIA ENGINE CO., NO. 4.

Was organized October 10, 1850, principally by citizens residing in Happy

others, of whom Mr. Garwood was elected foreman. They were supplied with the engine of the old San Francisco Company, but the engine met its fate at the big fire of May, 1851, when it caught fire and was destroyed. In June, 1852, the company ordered from Boston a new

Hunaman engine, of the same class as the Howard, at a cost of \$3,750. It occupied a fine two-story building on Market Square, opposite the Oriental Hotel, and possessed a belfry and a bell.

KNICKERBOCKER ENGINE CO., NO. 5.

Was organized October 17, 1850, through the exertions of James H. Cutter, Charles E. Buckingham, John Wilson, R. R. Harris and others, and on October 25th procured a small-sized piano-box engine, Van Ness pattern, at a cost of \$3,000. The first officers elected were James H. Cutter, foreman; John Wilson, assistant foreman, and Charles E. Buckingham, secretary. The house originally occupied by the Knickerbocker, on Merchant street, was destroyed by fire on the night of November 9, 1852. Afterwards they moved to Sacramento street, between Sansome and Leidesdorff, which they built themselves at a cost of \$8,000, the furnishings costing \$2,000 more.

MONUMENTAL ENGINE COMPANIES, NOS. 6 AND 7.

These companies were organized in June, 1850, as independent companies, owing to the dissatisfaction of some of the most active spirits of the Fire Department with the conduct of officers of that organization. It was formed by a number of old Baltimoreans, amongst whom were George H. Hossefross and, Messrs. Hess, Capprise, Divier, Silverthorn, Hooper, Hogg, Kirby, Bromley, Bennett, Wathered and John L. Durkee. These were mostly old firemen in Baltimore. First they organized under the name of the Baltimore Fire Department, and started out independently, not recognizing a chief engineer. It did not join the regular Fire Department until September, 1850, when it entered and was received as three companies, 6, 7 and 8.

In January, 1853, it resigned its number 8 and ran two companies, known as Nos. 6 and 7. In April, 1854, it consolidated its two companies into one, known as "Big Six." The first officers of the company were: William Divier, president; William McLane, secretary; Robert B. Hampton, treasurer; George H. Hossefross, chief engineer, and John L. Durkee and Joseph S. Hess, assistant engineers. At first the company kept its engines under a shed at the corner of Sacramento and Leidesdorff streets, but a few months later they took possession of a house erected for them by Wm. Divier in October, 1850. The "Big Six" was remarkable for the great throw she made, and which is believed to be a record so far as hand engines are concerned. In a competition at Sacramento she threw a stream of water, with 1½-inch nozzle, 229 feet 8 inches. Closely associated with the history of the Monumental company was the famous "big bell," located in the company's belfry. This bell rang out alarms on occasions of fires, sounded the death knell of departing citizens and rang merry peals on festive occasions. During the troublesome times of 1851 its awful tones gave signal for the assembling of the Vigilance Committee and tolled the death knells of those whose lives were cut short by the irrevocable decrees of that arbitrary body. It was the first bell, used for public purposes, ever raised in the city of San Francisco.

VOLUNTEER ENGINE CO. NO. 7.

Was organized June 20, 1854, by Messrs. Caleb Clapp, Wm. S. Locke, F. W. Macondray, John S. Eels, Chas. F. Dunmore and others. The engine-house was on Pine street, between Montgomery and Sansome streets, near to where Frank's saloon now is.

PACIFIC ENGINE CO. NO. 8.

Was organized September 9, 1853, to fill the number left vacant by the withdrawal of Monumental No. 8. Benjamin Oakley Jr., Frank Gray, D. O. Brown

Bluxome, C. S. Biden, D. L. Beck and others. Its premises were on Stockton street, between Broadway and Pacific.

CRESCENT ENGINE CO. NO. 10.

Was organized November 4, 1852, by



DAVID SCANNELL

For over twenty-five years Chief Engineer. First elected 1860

and other citizens in the vicinity of Pacific wharf and Broadway were instrumental in forming it. It was located on Front street, between Jackson and Pacific.

VIGILANT ENGINE CO. NO. 9.

Was organized April 8, 1852, by Messrs. Martin R. Roberts, W. H. Bovee, J. D.

Messrs. James P. Casey, Charles Bachman, L. M. Byrne, J. Hawes Davis and others and was located in Ohio street, between Pacific and Broadway.

COLUMBIAN ENGINE CO. NO. 11.

Was organized November 4, 1852, by Messrs. T. W. Brennan, J. Kimbal, J. D.

Brown, J. H. Sheppard, Daniel N. Tucker and others. Their house was located on Bush street, above Kearny.

PENNSYLVANIA ENGINE CO. NO. 12.

This company was organized November 4, 1852, by Messrs. Robert B. Quayle, P. E. Garvin, John V. McElwee, John Hanna, George R. Gluyas, H. S. Brown, E. T. Batturs and others. The engine house was on Jackson street, between Kearny and Dupont. It was comprised largely of Philadelphia firemen. As an instance of the prodigality of the San Franciscans of those days towards perfecting their fire department, an anecdote told in Philadelphia, in connection with the ordering of an engine intended for this company is worth reproducing. The company had sent in advance \$5,000 to pay for the construction of a magnificent engine, and thinking that sum might not be sufficient they shortly afterwards forwarded another installment. The economic Philadelphian at a loss to know how to expend upon his work the first apparently enormous sum applied for information as to the use to which he was to put the second amount, alleging his inability to do otherwise than pocket it. The answer amazed him. "Convert it into silver or gold and stick it on anywhere," came back from the members. This same over-generous spirit seems to have actuated all the companies of that day in San Francisco.

YOUNG AMERICA ENGINE CO. NO. 13.

Came into official existence on the 1st of January, 1854, having been organized by citizens living at the Mission Dolores for the protection of property in that neighborhood.

TIGER ENGINE CO. NO. 14.

Was organized December 28, 1855, by Messrs. Caleb Clapp, J. Seawall Reed, P. C. Wilkinson, Charles M. Plum, M.

D. Barron, and others. The engine-house was on Second street, near Howard street, and occupied the site of Engine Co. No. 4 of the present department at 144 Second street. Amongst the members of this company who have since become prominent in the commercial world is Claus Spreckels, the Sugar King, who in his younger days lent a willing hand, as a volunteer fireman, in helping to battle with a fire.

ST. FRANCIS' HOOK AND LADDER CO. NO. 1.

Was organized June 14, 1850, chiefly by Messrs. E. V. Joice, Samuel H. Ward, J. C. Palmer, C. P. Duane, W. A. Woodruff, George W. Gibbs, B. G. Davis and others. It was one of the original companies of the permanent organization and always maintained its position in the department. In all the great fires of '50, '51 and '52 the principal work fell on the hook and ladder companies owing to the impossibility of obtaining water for the engines. The company was located on Dupont street, between Clay and Sacramento.

LAFAYETTE HOOK AND LADDER CO. NO. 2.

Was organized on September 19, 1853, by Messrs. H. A. Cobb, E. Grisar and a number of the French citizens of San Francisco. Their number formerly belonged to the Howard Hook and Ladder Company, which was organized in 1850 and disbanded in 1852. The La Fayette was established on the principle of the Parisian fire companies and was the first fire company formed on that model in the United States. In its ranks were many old French firemen. They went through a regular routine of drill every day and rendered good service at fires.

SANSOME HOOK AND LADDER CO. NO. 3.

Was organized June 14, 1850, by Messrs. A. De Witt, Florence Mahoney, C. L. Case, E. A. Ebbets, J. L. Van

Bokkelen; George A. Hudson, William Adrain, H. A. Harrison, W. H. Hoffman, Wm. Greene, F. A. Bartlett, R. L. Van Brunt and others residing on Sansome street and its vicinity. The truck used

in commemoration of California's admission into the Union, was "Though Last, Not Least." Wm. Greene was the first foreman and was succeeded in the fall of 1850 by E. A. Ebbets. The company's house



GEO. T. BOHEN
President Board of Fire Commissioners. Also President Exempt Fire Company

by this company was the largest in the State and carried fifty-foot ladders. The company was one of the best organized in the city and had intrusted to its charge the powder magazine, intended for blowing up buildings at fires in time of need. The motto on the truck, adopted in

was located on Montgomery street, between Jackson and Pacific, and was built and furnished at a cost of \$44,000.

The hose companies came into existence some years later, the earliest of them being *The Washington Hose Co. No. 1*, which was organized in 1860 by

Messrs. Thomas Finerty, Matthew Brady, H. H. Marshall, Frederick Siebe and others. *Liberty Hose Company No. 2*, organized February 2, 1861, by Messrs. John McLean, Wm. Tracey, Thos. Sawyer and others, *Eureka Hose Company No. 4*, organized in 1863 by Messrs. A. P. Raye, John Hart, Edwin Lewis, Daniel Bigley and others.

Besides these companies there were organized in 1863 and 1864 *The West End Engine Co.*, *The South Park Hose Co.*, and *The Hayes Valley Hose Co.*

THE RINCON HOSE CO. NO. 6.

Was organized November, 1863, and went into service April 2, 1864. Its original members were as follows: Honorary and life member, Robert Cleary; honorary members, Miss Mary Adler, M. B. Cox, Robert Cairns, G. M. Norton, C. H. Mead, H. M. Newall, Michael Coonan, W. H. L. Barnes, C. L. Place, E. W. Rudman, W. H. Spencer, P. I. Mitchell, Wm. Allen, A. L. Tubbs, W. H. Ladd, A. W. McPherson, I. W. Eaton, H. Kohn and I. Harrington. P. I. Mitchell has two sons in the paid Fire Department. John R. Mitchell, captain of Engine Co. No. 22, and Henry B. Mitchell, captain of Engine Co. No. 34, are sons of the former member of Rincon Hose Co.

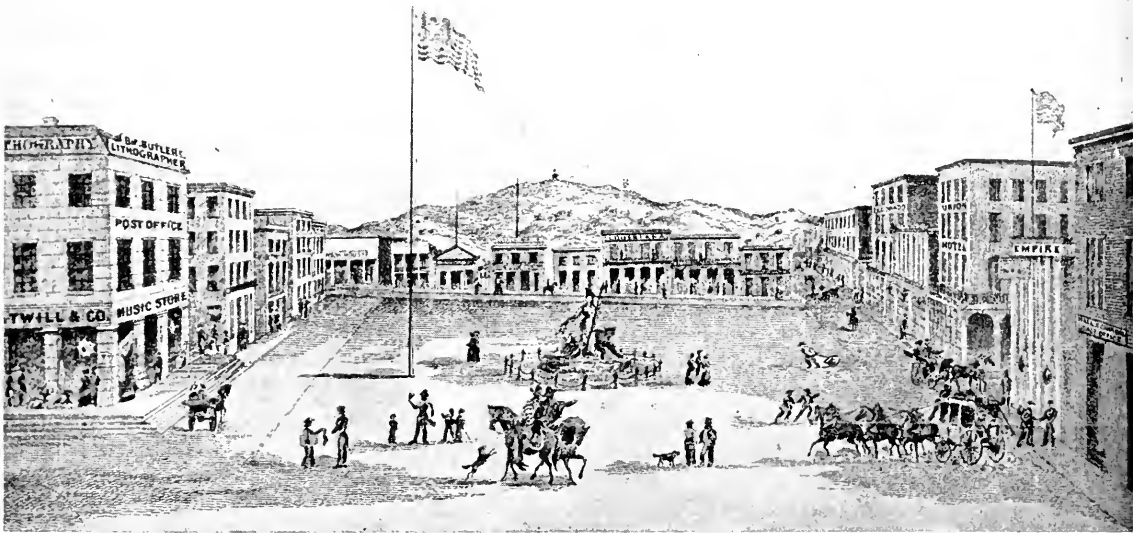
Such were the fire companies of San Francisco as they gradually grew up and as they existed up to 1866, when the volunteer system was abrogated and superseded by the paid fire department, which completely revolutionized the method of fighting fires. Though some of the old companies at first furnished their own apparatus and even their houses, all that became members of the department received money from the city treasury for running expenses, and in the course of a few years the city paid

all the expenses of every kind. At the time of their supersession by the paid fire department there were about 900 active members. All the engines, until steamers and horses began to be introduced, were worked by hand, and like the hook and ladder trucks and hose carts, were also drawn by hand. The various engine houses were substantial buildings, and most of them, particularly in early days, were provided with elegant furniture and fair libraries, while the very best citizens were proud to be firemen. The engine houses were popular places of social resort. They were scattered in different parts of the city, so as to afford ready and prompt protection whenever a fire might start, but whenever an alarm was given on the bell of any one the bells of all the others followed with ear-piercing clamor all over the city; nearly everybody dropped his work and rushed into the street; those first on hand dragged out the engines, hook and ladder trucks and hose carts; the long ropes by which they were drawn were manned by willing hands, the foremen yelled through their trumpets, the men shouted mutual encouragement for high speed and away swept the noisy throng, wild with excitement and thundering over the noisy planks, of which the streets were composed, to the scene of the conflagration. Arrived there, amidst an immense crowd of spectators, with the flames in front roaring through the burning buildings and leaping and flashing in broad sheets through the dense clouds of smoke, while timbers cracked and walls fell and great masses of burning shingles and blazing wood were carried up and tossed about in the hot air, the firemen, thoroughly aroused and eager for the conflict, rushed into the most dangerous positions with their hose, their axes, their hooks and

ladders, and when needed, their gunpowder. It was a desperate struggle and obstinately fought. Even in the day-time it was grand; at night the scene was terrific and sublime.

While the city was in so much danger and so frequently suffered and was so dependent upon the efficiency of the Fire Department, it was natural that the

and took a pride in seeing his engine kept in the best of order and brilliantly burnished and tastefully decked in ribbons on occasions of parade. No public procession or celebration could well take place without the firemen, and every company had its uniform, usually red woolen shirts with black pantaloons, belts and leather hats, but there were



PORTSMOUTH SQUARE

Commonly known as "The Plaza," surrounded by Brenham Place, Washington, Clay and Kearny Streets, showing the Empire Engine Company on the right and the old Post Office on the left. The flag in the center is the one raised by the crew of the frigate "Portsmouth" on the occasion of the occupation of San Francisco by the Americans.

volunteer fireman should be regarded with peculiar favor. Every man who was ambitious and who wished to rise, unless his powers were exceptionally great, became a member of one or other of the companies. Each company had its characteristics, its record and its traditions. The Empires, Manhattans and Knickerbockers were New Yorkers, the Howards were Bostonians, the Monumentals Baltimoreans, and so on. Every man had an affection for his company

sufficient variation to make a full turnout an interesting sight. And long after the old department went out of existence, when on extraordinary occasions, as was sometimes the case, the surviving members of some of the old companies would reassemble, man the ropes and drag their antiquated machines through the streets. They always attracted the respectful attention and admiration of the populace. The new generation may have wondered how so much could have been accom-

plished with such apparatus and appliances, but if it did so it failed to take into account the caliber of the men of the early days.

Thus the old order changed and gave place to the new. The system of the paid fire department was formally rung in at midnight December 2, 1866, by the then recently installed new fire alarm telegraph system, which had been introduced into San Francisco during the preceding year.

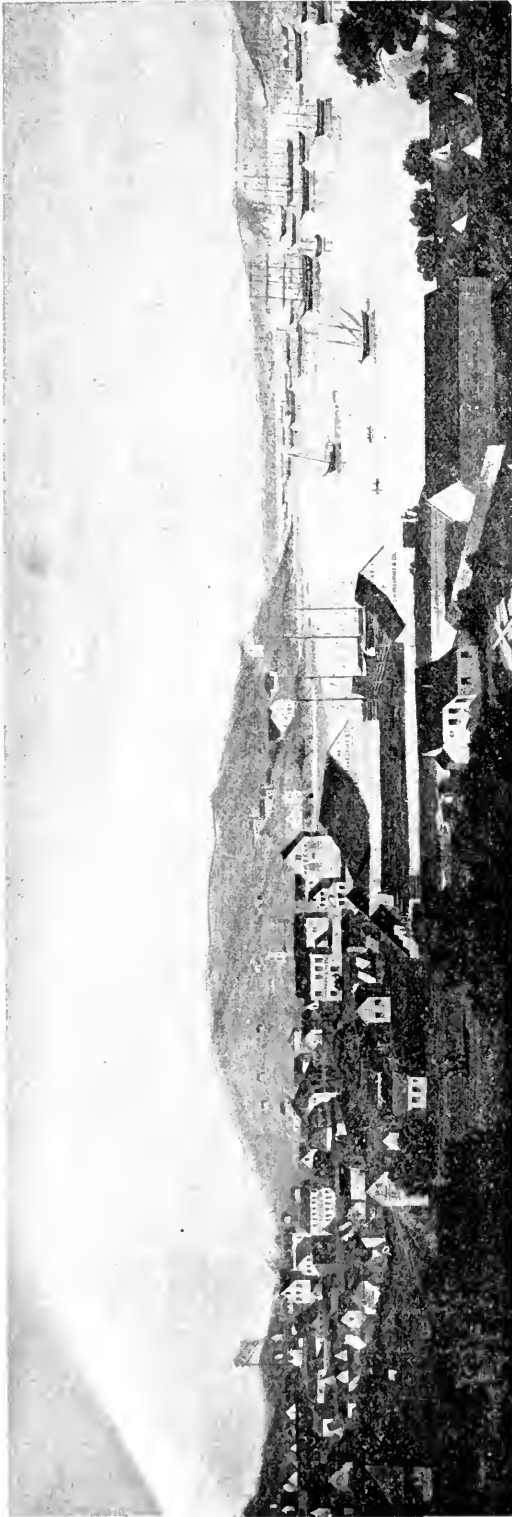
During the sixteen years of its existence the Volunteer Fire Department had had superabundant opportunities for the display of its activities. It had won high praise from press and people alike for the splendid service it had rendered, for the sacrifices it had made in the city's behalf, for the magnificent examples of lofty courage and of unselfish devotion to a worthy cause, and for the remarkable efficiency it had attained during its career.

THE EXEMPT FIRE COMPANY.

By an act of the Legislature of the State of California, approved March 25, 1853, it was enacted that any member of the Fire Department who should have served as an active fireman for a period of five years, and should produce a certificate signed by the Chief Engineer, Secretary of the Board of Delegates of the Fire Department or other officer, to the effect he had so served, should be entitled to a certificate as an exempt fireman, which should ever release him in the State of California from jury or military service. As the list of firemen who were entitled to claim this exemption had grown to be a pretty considerable body an "Exempt Fire Co." was organized on the 3d of September, 1860. The prime movers in the formation of this company were Messrs. G. H. Hossefross,

Captain John Short, M. D. Boruck, George J. Hobe and others; Mr. Hossefross being the first president.

It was not, however, until 1862 that the company received formal legislative sanction. In that year the State Legislature passed an act empowering exempt members of the Fire Department to organize themselves and be known and designated as the "Exempt Fire Company." This act further provided that the city and county should furnish the Exempt Fire Company with a house and fire apparatus, and enacted that the members of the company should be entitled to equal relief from the Fire Department Charitable Fund. They, however, were to have no vote or other representation in the department. After the passing of this act the company adopted a constitution, declaring by its preamble that its object was for the purpose of securing "proper organization, good government and united action," as well as to secure to themselves and their successors the benefits arising from the acts of the Legislature, already cited. This constitution provided for the election of a president, vice-president, secretary and treasurer, committees and other officials, and the by-laws framed under this constitution made adequate provision for the government of the company, members were elected by ballot, an initiation fee of five dollars was charged and a quarterly contribution of one dollar exacted. The duties of the foreman and first and second assistant were also clearly defined, as likewise were those of the secretary and the members generally. An Exempt Charitable Fund was created for the relief of all indigent members and a board of trustees established to take charge of this fund. This constitution and by-laws were adopted on December 8, 1862, and



SAN FRANCISCO IN 1849
Taken the day before the devastating fire that led to the organization of the Volunteer Fire Department.

were revised and readopted on July 24, 1865. The membership of the company then totalled 274, comprising amongst them many of the most notable citizens and prominent public men. Under the statutes already mentioned the Exempt Fire Company took possession of the house on Brenham place, opposite Portsmouth Square, which they have continued to occupy uninterruptedly to this day.

But the firemen who became associated with this new organization and accepted membership in its ranks still continued to serve as active members of the Fire Department. Indeed, long after the paid Fire Department came into existence the members of the Exempt Company voluntarily rendered yeoman's aid to the new department on occasions and were always ready and willing to volunteer for any duty that might be assigned to them in furtherance of any plan to combat the spread of a conflagration. Their's was always a labor of love; always self-sacrificing and disinterested, their only reward was the thanks of the city's civic authorities and the people. They won the respect and grateful love of their fellow citizens, and it may be safely said that a great portion of the permanent progress of the city may be attributed to the gallant conduct of the members of the Exempt Fire Company in the years long past. In those early days fires and alarms of fires were of almost daily occurrence. Many were caused through carelessness, as the spirit of the times seemed to breed a recklessness that cared nothing for consequences, but often these fires were directly due to incendiaries, who hoped to profit in the general scramble by looting the stores and by thieving anything of value they could lay their hands on, as, upon such occasions, the public streets were always littered with goods hastily removed from the buildings for greater safety.

In less than ten years after the formation of the old Volunteer Fire Department the danger from fires had been reduced to a minimum by the efficiency and splendid equipment of the department. In the brave volunteer fireman the fire king found a conquerer; they proved a foil to the incendiary's brand and had inspired the highest confidence in the mercantile community of their abilities, alertness and courage as firemen. To show their appreciation the citizens in 1855 voluntarily taxed themselves to the amount of two hundred thousand dollars to purchase land and to erect buildings for the engines and apparatus of the department. Indeed, no service that the citizens could render was esteemed too great as a measure of requital for the many splendid achievements of the volunteer firemen. In succeeding pages some of the great fires of San Francisco are described. Besides these, as we have already stated, fires more or less serious were of alarming frequency. The Fire Department came to be looked upon as the support and savior of the city, as in truth it really was, and there is little cause for wonder that it should be held in such estimation when the circumstances of the city's almost helpless condition are considered, and the fact there were then no fire insurance companies or agencies in San Francisco. Business men were either wholly or very inadequately insured and a conflagration consequently meant much to them.

Though the hand of death has made frequent inroads upon the membership and carried off to the silent majority most of the original members, who did so much in their time for the permanent good of San Francisco, there still survives 287 of these pioneers, but withdrawals and resignations have reduced the actual membership to exactly eighty.

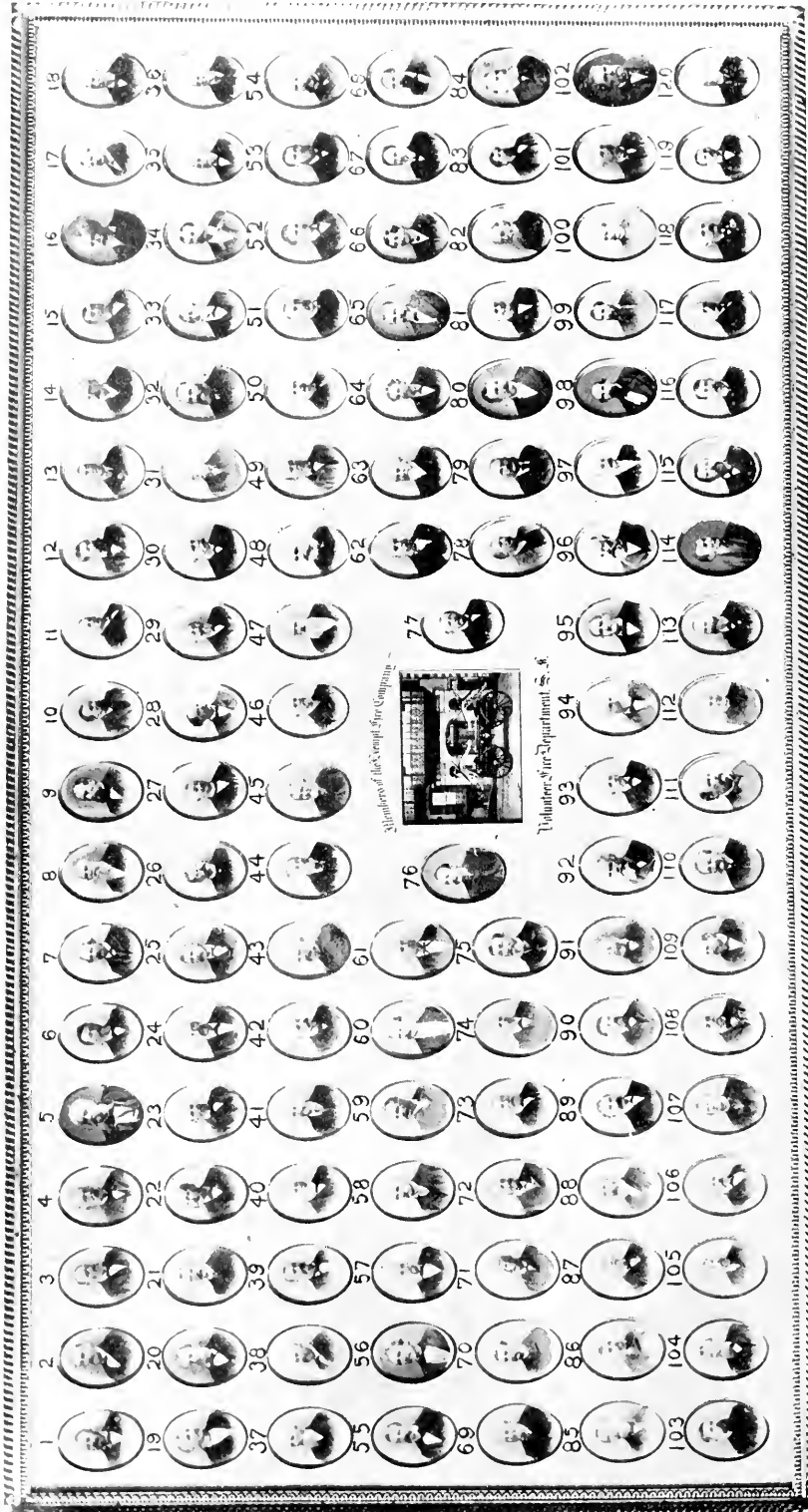
In their engine house and meeting-room there are many quaint and interesting relics of bygone days and the walls are adorned with a unique collection of photographs of earstwhile leading members of the Volunteer Fire Department.

In 1865 the Legislature transferred the San Francisco Fire Department Charitable Fund to the jurisdiction of the Exempt Fire Company, and confirmed the right of the company to occupy and use, rent free, the house they were occupying for such time, and upon such lease or agreements as the Board of Supervisors might direct.

On the 7th of March, 1866, the Exempt Fire Company was duly incorporated, Messrs. James H. Cutter, William McKibben, E. S. Spear, M. G. Searing and Louis Cohen being the first directors. The company at that time had 1226 members on its lists.

The company has always been self-supporting. At one time its revenue was considerable from the regular dues of its members, but to-day its income, derived solely from the monthly payments of one dollar each from its eighty members, has dwindled largely, and in the natural course of things must, before many years, reach the vanishing point. There is no recruiting force from which new members may be furnished; as one dies off his vacated place is not refilled, for the reason that there are no "eligibles" to fill it. The condition of membership stipulates a five years active service in the old volunteer fire companies, and as they went out of existence thirty-four years ago there are no persons now eligible for membership in the Exempt Fire Company other than those already on the roll. An institution formed on such lines cannot go on forever, and the time cannot be far distant when a younger generation will look

SAN FRANCISCO FIREMEN



THE MEMBERS OF THE EXEMPT FIRE COMPANY
Taken in 1893. (Names on opposite page.)

List of Surviving Members of the Exempt Fire Company

1893

- 1—Engine 1, David Scannell.
 2—Engine 1, Wm. L. Ryckman.
 3—Engine 1, Geo. J. Hobe.
 4—Engine 1, Jas. Smith.
 5—Engine 1, John Stratman.
 6—Engine 1, H. Voorman.
 7—Engine 1, Joseph S. Kohn.
 8—Engine 2, R. D. Blauvelt, Jr.
 9—Engine 3, Silas M. Lock.
 10—Engine 3, Jas. S. Bain.
 11—Engine 3, F. Richards.
 12—Engine 3, W. O. T. Smith.
 13—Engine 3, I. Fromberg.
 14—Engine 3, G. Fisher.
 15—Engine 3, P. Harris.
 16—Engine 4, I. W. Lees.
 17—Engine 4, Jno. W. Farren.
 18—Engine 4, P. H. Flemming.
 19—Engine 4, S. Stryker.
 20—Engine 5, Jno. J. Mahoney.
 21—Engine 5, Jas. W. Kentzel.
 22—Engine 5, E. T. Anthony.
 23—Engine 5, Martin Bulger.
 24—Engine 5, I. Harrington.
 25—Engine 5, Jas. Grady.
 26—Engine 5, Chas. Kimball.
 27—Engine 5, Geo. W. Kennard.
 28—Engine 5, P. B. Quinlan.
 29—Engine 5, Henry Wheeler.
 30—Engine 5, John McCarthy.
 31—Engine 5, Wm. McDermott.
 32—Engine 5, C. C. Wilson.
 33—Engine 6, Jno. L. Durkee.
 34—Engine 6, Washington Irving.
 35—Engine 6, Geo. B. Hess.
 36—Engine 6, Henry Sutliff.
 37—Engine 6, Joseph Figel.
 38—Engine 6, A. P. Hotaling.
 39—Engine 6, Adam Smith.
 40—Engine 6, Saml. Bendit.
 41—Engine 6, Herman Bendet.
 42—Engine 6, Jas. Riley.
 43—Engine 6, Henry Peysner.
 44—Engine 6, T. F. Harders.
 45—Engine 7, Jno. S. Eells.
 46—Engine 7, R. T. Brown.
 47—Engine 7, Jas. O'Donnell.
 48—Engine 8, Jno. A. Bahrs.
 49—Engine 8, Thos. Kehoe.
 50—Engine 8, Thomas Fox.
 51—Engine 9, Henry D. Hudson.
 52—Engine 9, Jno. J. Guilfoyle.
 53—Engine 9, A. J. Jessup.
 54—Engine 9, Jno. Brougham.
 55—Engine 9, C. B. McFarland.
 56—Engine 9, Jno. Nicholson.
 57—Engine 9, C. Turner, Jr.
 58—Engine 10, Jas. E. Connolly.
 59—Engine 10, Saml. Newman.
 60—Engine 10, M. Ryan.
 61—Engine 10, Jno. Cook.
 62—Engine 10, E. Staffelbach.
 63—Engine 10, Jno. G. Heim.
 64—Engine 10, J. W. Kemp.
 65—Engine 11, Geo. T. Bohlen.
 66—Engine 11, Jno. C. Roberts.
 67—Engine 11, Louis Bente.
 68—Engine 11, Jacob Freeman.
 69—Engine 11, M. Farrell.
 70—Engine 11, H. Hilderbrandt.
 71—Engine 11, Joseph S. Marshall.
 72—Engine 11, J. H. McMenemy.
 73—Engine 11, F. J. Mundwyler.
 74—Engine 11, Jno. Mengel.
 75—Engine 11, C. Murr.
 76—Engine 11, F. Wickenhauser.
 77—Engine 11, C. W. Saunders.
 78—Engine 12, Wm. Alvord.
 79—Engine 12, Jno. H. Gardner.
 80—Engine 12, A. Browning.
 81—Engine 12, Jno. Grief.
 82—Engine 12, Athens Massey.
 83—Engine 13, Henry Hock.
 84—Engine 13, C. Kobicke.
 85—Engine 13, Thos. Neary.
 86—Engine 13, C. S. Nolte.
 87—Engine 13, E. Commins.
 88—Engine 13, E. Valencia.
 89—Engine 13, W. Larkins.
 90—Engine 13, J. J. Crowley.
 91—Engine 13, Jno. Couch.
 92—Engine 13, G. W. Osborn.
 93—Engine 13, J. Madden.
 94—Engine 13, S. Fitzpatrick.
 95—Engine 13, W. Wallace.
 96—Engine 14, Claus Spreckels.
 97—Engine 14, Chas. M. Plum.
 98—Engine 14, P. C. Wilkinson.
 99—Engine 14, Jno. McCully.
 100—Engine 14, R. Caverly.
 101—Engine 14, J. M. Prario.
 102—Engine 14, N. R. Lowell.
 103—Hook and Ladder 1, Henry A. Chase.
 104—Hook and Ladder 1, Chas. Reed.
 105—Hook and Ladder 1, Wm. Hunzen.
 106—Hook and Ladder 1, S. S. Cohn.
 107—Hook and Ladder 1, Chas. Schultz.
 108—Hook and Ladder 1, Mark Harris.
 109—Hook and Ladder 2, Alex. L. Aradou.
 110—Hook and Ladder 2, J. B. F. Louis.
 111—Hook and Ladder 3, Wm. T. Coleman.
 112—Hook and Ladder 3, Wm. G. Badger.
 113—Hook and Ladder 3, B. P. Wilkins.
 114—Hook and Ladder 3, H. Roskamp.
 115—Hook and Ladder 3, C. C. Vorrath.
 116—Hose 1, D. A. Finn.
 117—Hose 1, Jno. F. Lyons.
 118—Hose 2, R. H. Bockman.
 119—Hose 4, M. J. Dolan.
 120—Hose 4, A. Frank.

back upon the Exempt Fireman's Company as one of the institutions of the past. A list of the names of the survivors of this famous brotherhood of pioneers deserves to be placed on permanent record. Most of them are of advanced age while the youngest men amongst them is well on to the "seventies." They are as follows:

C. Murr, B. H. Schunhoff, R. D. Blauvelt, Jr., M. Farrell, D. A. Finn, Herman Bendit, J. J. Mundwyler, Thos. Neary, James Grady, Wm. Hunzen, Claus Spreckels, Edw. Commins, E. T. Anthony, M. J. Dolan, Chas. R. Nolte, Godfrey Fisher, Henry Hock, G. W. Osborn, Henry Voorman, Leon Aradou, Thos. Kehoe, James Madden, Ed. Staffler-



VETERAN FIREMEN FROM DIFFERENT COMPANIES

Parading the streets of San Francisco in the year 1899, during the reception tendered the California Volunteer Troops upon their return from the Philippines

Messrs. I. W. Lees, J. S. Marshall, Jas. Smith, John Mengel, Geo. W. Kennard, Chas. Schultz, John S. Eels, W. L. Ryckman, A. Browning, John M. Gardner, Pincus Harris, Henry D. Hudson, P. B. Quinlan, J. B. F. Louis, A. J. Jessup, Henry A. Chase, S. S. Cohn, John Dryer, George T. Bohen, Henry Wheeler, John Grief, N. R. Lowell, I. Harrington, Jas. O'Donnell, P. H. Flemming, E. Valencia, Adam Smith, T. R. Harders, J. J. Crowley, Jacob Freeman, Michael Ryan,

back, R. Caverly, John G. Heim, Chas. Reed, Simon Fitzpatrick, R. T. Brown, Ed. Mehan, J. W. Kemp, Washington Irving, Wm. McDermot, John J. Mahoney, Geo. B. Hess, J. H. McMenemy, Thos. Fox, Wm. Alvord, Jas. W. Kentzel, C. Vorrath, C. B. McFarland, B. P. Wilkins, Samuel Stryker, Henry Sutliff, Jos. Figel, Francis Richards, James Walker, Samuel Newman. Chas. Kimball, W. J. Badger, Geo. J. Hobe, S. M. Locke, Christ. Kobicke, John J. Guilfoyle.

The officers of the Exempt Fire Company at the present time are: Messrs. George T. Bohen, President; H. D. Hudson, Vice-President; John J. Guilfoyle, Secretary; James W. Kentzel, Treasurer, and the following Executive Committee: Messrs. Henry A. Chase, D. A. Finn, Jacob Freeman, Jas. Grady, Washington Irving, Chas. B. McFarland, John J. Mahoney, James O'Donnell, Frank Richards and Charles Schultz.

Mr. Bohen has filled the office of president for a number of years. He is a native of Baltimore and is now well advanced in years. He arrived here in 1850. Ten years later he became Superintendent of Streets, and later was surveyor for the Union Insurance Company. Mr. Bohen is an old fireman, having been a member of Monumental No. 6 and Columbian No. 11. He joined the Exempt Company in 1865. He was President of the Board of Fire Commissioners for a number of years until 1899.

Mr. Henry D. Hudson, the vice-president, came to San Francisco as a boy and was present at the fire of December 24, 1849. For several years before he became a fireman he helped as a boy at all the big fires, and later became one of the most enthusiastic firemen and supporters of the fireman's cause in San Francisco. He became a certificated member in 1857, having thrown in his lot with Vigilant Engine Co. No. 9, and remained an active member of that body till it went out of existence in 1866. He represented his company on the Board of Delegates and was several years foreman and assistant foreman. In 1865 Mr. Hudson joined the Exempt Company and for seven consecutive years was president of the company. Amongst the things that bind the present with the almost forgotten past in Mr. Hudson's reminiscences are a very handsome, valu-

ble ebony cane, with chaste gold top, presented to him on November 30, 1866, by the members of the Vigilant Company, and a gold badge, given to him by the members of the Exempt Company on January 16, 1863.

The secretary, Mr. John J. Guilfoyle, though just on the margin of the allotted three score and ten years, is an active and energetic man of strong and marked individuality. He has been over forty years in California and in 1858 joined the old Vigilant Engine Co. No. 9. He joined the Exempt Fire Co. in 1866. He has been secretary for the last ten years and was on the executive committee several years before that. His naturally energetic habits make him peculiarly fitted for the office he fills.

Mr. Jas. W. Kentzel, the treasurer, is an old Knickerbocker man, having been a member of that company, No. 5. He joined the Exempt Company January, 1868. When the Volunteer Fire Department passed out of existence its property passed to the Exempt Fire Company by an act of the Legislature.

The cemetery plat, exclusively devoted to the burial of firemen, is under the care of the company. In 1865 \$15,000 was spent in building a solid wall of masonry around this sacred spot, and during the years that have passed the Exempt Company has paid out of its own private funds \$300 a year to the Laurel Hill Cemetery for the proper care of the plat. The income of the company is growing less each year and the expense of maintaining the plat is a heavy drain upon its resources.

From 1852 to 1890 the Exempt Company disbursed in benefits, funerals and to widows and orphans nearly \$305,000. Since 1890 it has expended every year, on the average, for the same purposes, about \$4,000 per year.

These few surviving members of the "old volunteers," who still cling with reverence and affection to the memories of the past naturally think they should not be forgotten by the citizens for the

them is entitled to the fullest honor and respect from the people of to-day.

Many of these members are aged and infirm, and not a few disabled. Those of them so afflicted have recently met



F. E. R. WHITNEY

Second Chief Engineer of the Volunteer Fire Department. Elected November, 1851. Served for a few weeks only, and first Chief of the paid Fire Department.

services they gratuitously rendered for seventeen years. Many a business man became wealthy in this community through the security to life and property these firemen guaranteed in the years 1850 to 1866. Each and every one of

with a very serious misfortune, owing to a decision of the law courts. For several years the city has paid \$12,000 a year in relief to members of the Exempt Firemen's Company, such payment being authorized by an act of the Legislature

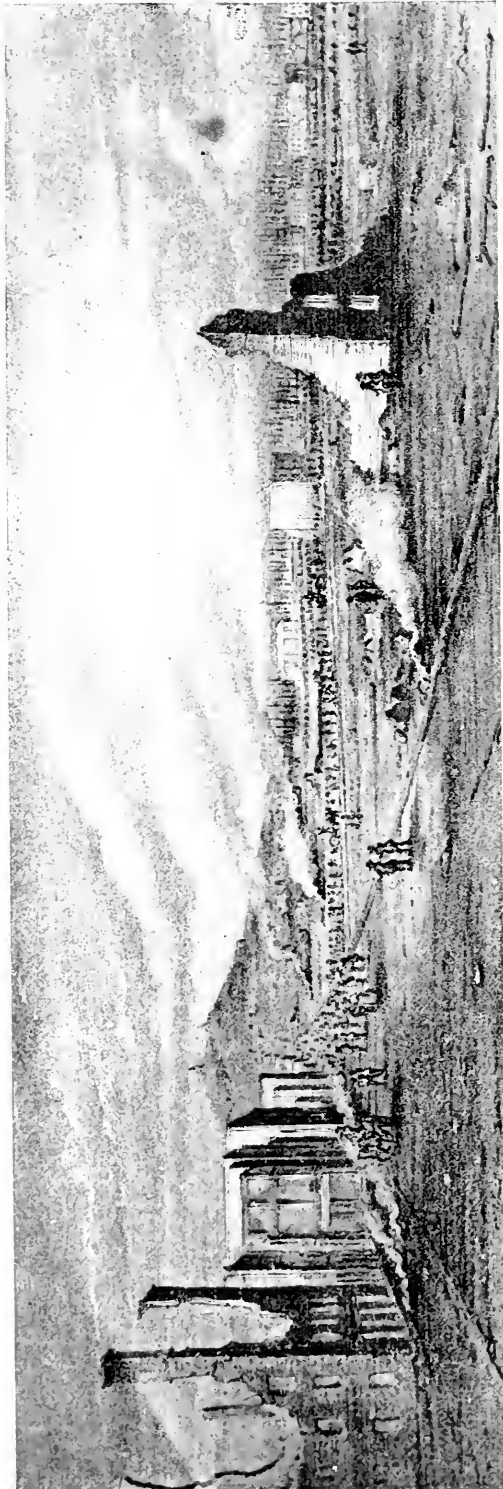
of 1895. By the provisions of this law the city was empowered to set aside \$12,000 annually for the payment of pensions to aged, infirm or disabled firemen, members of the Exempt Company. This has been religiously done for several years. But in March, 1899, Auditor Wells refused to audit the demands for that month in consequence of a decision of the Supreme Court, in *Taylor versus the City of Oakland*, in which the court held that the statute of 1895 was in conflict with the Constitution of the State of California, which prohibits the Legislature from making or authorizing the gift of any public moneys, State or municipal, to any person, association or corporation. In consequence of this decision, 74 members of the company were affected.

The decision in the Oakland case affected San Francisco equally with every other municipality in the State, and Auditor Wells was so advised by his attorney. The expiring scene of the long years of honorary and honorable service which the "Old Vamps" had rendered to the city had its pathetic side, and was calculated to rekindle sad and happy memories of the earlier associations of the old Volunteers. On the morning of December 2, 1866, the daily papers appeared with a notification signed by the chief engineer of the retiring volunteers, the late Dave Scannell, that the paid Fire Department would go into operation on Sunday night, December 2d, at 12 o'clock, and informing the members of the Volunteer Fire Department that after that time their services would no longer be required. At midnight of that memorable December 2d the members of the different companies gathered in their engine-houses for the last time. There they fought the battles of many a fire over again and recounted stories of

the old days that had almost been forgotten. It was not without feelings of strong regret that these gallant fellows could meet to solemnize the exit of an institution with which they had been so closely identified for so many years, and which had so worthily upheld the best traditions of California manhood and patriotism during its long term of voluntary service. As the hour of midnight approached, the fire bell solemnly tolled its warning that the last moments of the old department were at hand, when the firemen reverently uncovered their heads and waited till the tolling ceased. Then, much in the same way that we speed the parting year and welcome the new, so did the old department make its exit from the public stage, and the new department enter with loud pealing of bells and other manifestations of welcome. Some of the companies, who, perhaps, did not take too kindly to the idea of being supplanted by a paid department, had bands in their engine-houses, which played solemn dirges as the last hours drew near.

The occasion of the going out of the old department furnished a fruitful text for farewell odes, editorials and valedictory addresses, all bearing cheerful testimony to the public spirit and patriotism of the Volunteer Fire Department, and to the splendid service it had rendered to the city during its career.

But some of the more lively and careless spirits of the "Old Vamps" were determined that the career of their companies would not be closed without signaling the event in a way more agreeable to their tastes and inclinations, and accordingly an alarm was sounded from Sixteenth and Folsom streets to give the old boys their last run with their machines. It was a false alarm, turned in by some of the old boys themselves,



SAN FRANCISCO THE DAY AFTER THE BIG FIRE OF MAY 4, 1851

and had the effect its authors intended of bringing all the Volunteer companies to the scene of the supposed fire and sending them on a wild-goose chase of a couple of miles or more. On their return many of them dropped into Liberty Hose Co. No. 2, which was located on Fourth and Everett streets, where the members of that company had arranged to go through the mock ceremonial of decently burying the defunct department. A stuffed figure, in fireman's uniform, representing a corpse, with lighted candles all around, was accorded all the honors of a fireman's funeral. A grand supper had been prepared, and, what with feasting and merry-making, those who remained to take part in the proceedings had a right good time. About 3 o'clock in the morning, when the potent fumes of countless potations had moved the enemy within, some of the more or less excited company wanted to destroy the hose carriage, but fortunately some of the men could carry their liquor better than these, and rescued the carriage. Tom Sawyer, Bill Tracey and Wm. Lowrie took possession of the carriage and marched away with it to the Corporation Yard.

The Board of Supervisors, under whose jurisdiction the Fire Department was, on November 26, 1866, passed a formal resolution thanking, in the name of the citizens, the officers and men of the Volunteer Fire Department for the "efficient and noble manner in which they had performed their arduous services." Chief Scannell came in for special recognition, and was presented with a check for \$500 by the Board of Fire Underwriters "in appreciation of his services as chief engineer." When the Volunteer department went out it comprised ten hand-engines, two first-class steam fire engines and two second-class, five hose companies and three hook and

ladder companies. Pennsylvania Engine Co. No. 12 was the only company in the department that had its engine drawn by horses; all the others were worked by hand.

Some idea may be gleaned of the self-sacrifice involved in being a Volunteer fireman by a perusal of the official report of Chief Scannell for the last year of the Volunteer Fire Department's existence. During that year the department had been called out 220 times on fire alarms. In the same year there had been 200 fires, 33 of which were of incendiary origin. The losses by fire for that year were \$593,000, the most destructive fire of the year being the burning of the Pacific Warehouse, northeast corner of Broadway and Battery, the damage being estimated at \$343,000. The fire alarm telegraph went into operation April 24, 1865, and was in good working order at the time the Volunteers flitted from the stage. There were then 448 hydrants, 42 cisterns in good order, with a capacity of 15,000 to 51,000 gallons, and eight cisterns in bad order. The department had 10,800 feet of hose.

An alarm of fire in the early days was a very different thing to an alarm of to-day. Prior to the advent of the fire alarm telegraph it was impossible to determine the exact location of a fire on the alarm being given. It is true the city was divided into districts, by which a good idea of the neighborhood of the fire could be formed, but of course not with the accuracy that now marks the fire alarm service. On an alarm being struck the odd numbers indicated that the fire was on the east side of Kearny street, the even numbers the west side. Thereupon a rush ensued from every point of the compass to the engine-house when the call bell would be rung, and the engine pulled out by as many hands

as were available to man it. The citizens often joined in, and it sometimes happened that there were from 60 to 100 men hanging on to the ropes and making desperate efforts to reach the scene of the fire with all possible dispatch. It was considered a great honor to be first engine at the fire, and there was always the keenest rivalry amongst the companies in their efforts to win this distinction. On an alarm all the companies turned out and hastened to the spot where the fire raged. The fire bell hung in the tower of the City Hall, on Kearny street, on the site of the present Hall of Justice, and to that point all faces turned and all footsteps were directed as soon as a suspicion of fire was raised. The firemen promptly ceased their work and hastened to the engine-house to which they belonged, and if they managed to reach it before the engine had been got under way they donned their red coats and fireman's hats and took their places with their company en route to the scene of the alarm. Should some belated member fail to reach the engine-house before the machine had quitted it he usually engaged a boy to proceed to the house for his red jacket and equipment, while he (the fireman) rushed off to the fire.

The expenses of the Fire Department for the last official year of its existence, namely, to June 30, 1866, was \$65,248. The Chief Engineer received \$4,000 per year, the three assistant engineers \$50 per month, and the engineers of the companies \$60 per month.

The Volunteer Fire Department comprised 775 active members at the time of its dissolution, divided amongst the different companies as follows:

Broderick Engine Co. No. 1, 31 members; Manhattan Engine Co. No. 2, 49 members; Howard Engine Co. No. 3, 51



HENRY HUDSON
Vice-President of the Exempts.

members; California Engine Co. No. 4, 51 members; Knickerbocker Engine Co. No. 5, 53 members; Monumental Engine Co. No. 6, 46 members; Volunteer Engine Co. No. 7, 30 members; Pacific Engine Co. No. 8, 36 members; Vigilant Engine Co. No. 9, 41 members; Crescent Engine Co. No. 10, 46 members; Columbian Engine Co. No. 11, 45 members; Pennsylvania Engine Co. No. 12, 41 members; Young America Engine Co. No. 13, 63 members; Tiger Engine Co. No. 14, 35 members; St. Francis Hook and Ladder Co. No. 1, 27 members; Lafayette Hook and Ladder Co. No. 2, 51 members; Independence Hook and Ladder Co. No. 3, 25 members; Washington Hose Co. No. 1, 19 members; Liberty Hose Co. No. 2, 18 members; Eureka Hose Co. No. 3, 17 members.

The West End Hose Co., the South Park Hose Co., the Hayes Valley Hose Co. and the Rincon Hose Co. existed as

separate companies, and were not included in the companies of the Volunteer Fire Department.

The last officers of the old department were: Chief Engineer, Davie Scannell; first assistant engineer, C. Mooney; second assistant engineer, Thomas Finerty; third assistant engineer, Chas. McCann; president, A. J. Hotaling; secretary, Michael Lynch; treasurer, John Stratman.

The members of the Board of Delegates were: Broderick Engine Co. No. 1, John Stratman and J. C. Carson; Manhattan Engine Co. No. 2, C. C. Wilson and James Price; Howard Engine Co. No. 3, James L. Fink and P. E. Dalton; California Engine Co. No. 4, J. J. Conlin and Alex. Hertz; Knickerbocker Engine Co. No. 5, Tim McCarthy and S. Bunner; Monumental Engine Co. No. 6, W. G. Olwell and J. J. Creerey; Volunteer Engine Co. No. 7, F. J. Shields



J. J. GUILFOYLE
Secretary of the Exempts.

and J. Ryan; Pacific Engine Co. No. 8, T. B. Robinson and R. W. Brannan; Vigilant Engine Co. No. 9, John Brougham and Eugene Casanova; Crescent Engine Co. No. 10, J. E. Conolly and Sam Rainey; Columbia Engine Co. No. 11, W. E. Duffey and J. J. Kelley; Pennsylvania Engine Co. No. 12, J. H. Gardiner and J. D. Barnard; Young America Engine Co. No. 13, M. Lynch and E. Ewald; Tiger Engine Co. No. 14, A. G. Hotaling and G. B. Hudson; St. Francis Hook and Ladder Co. No. 1, Geo. H. Baker and Henry A. Chase; Lafayette Hook and Ladder Co. No. 2, Dr. Joseph Hanie and Paulin Huant; Independence Hook and Ladder Co. No. 3, Fred Boskamp and D. J. Slicer; Washington Hose Co. No. 1, R. Chute; Liberty Hose Co. No. 2, Tom Sawyer; Eureka Hose Co., Dan Bigley.

The last Board of Foremen was composed of the following representatives: President, W. B. Freeman; secretary, M. Lynch; treasurer, Mark Harris; Broderick 1, Mark Harloe; Manhattan 2, A. C. Imbrie; Howard 3, H. W. Burckes; California 4, Jas. K. Coady; Knickerbocker 5, W. B. Fairman; Monumental 6, W. D. L. Hall; Volunteer 7, Wm. Moore; Pacific 8, P. H. Daly; Vigilant 9, Dan T. Brown, Jr.; Crescent 10, Sam Newman; Columbia 11, H. J. Hussey; Pennsylvania 12, John Hanna; Young America 13, Isaac V. Dennistor; Tiger 15, E. J. Mitchell; St. Francis, Mark Harris; Lafayette, Paulin Huant; Independence, Fred Roskamp; Washington, J. S. Allen; Liberty, T. H. Fox; Eureka, M. J. Dolan.

The department had an official staff of physicians. In 1866 they were as follows: Secretary, Arthur B. Stout; doctors, S. B. Harris, Chas. Bertody, W. H. Toland, W. Hammond, Jno. Hastings, Jos. Haine, J. R. Boyce, W. H. Bruner,

Isaac Rowell, A. G. Bowie, F. H. Holman, A. F. Sawyer, C. M. Hitchcock, Jas. Murphy and L. J. Henry.

The last Trustees of the Volunteer Fire Department Charitable Fund were: W. McKibben, president; Ed. S. Spear, secretary, and J. H. Cutter, treasurer.

The officers of the Exempt Company during the last year of the existence of the Volunteer Department were: Wm. McKibben, president; M. E. Fitzgibbon, vice-president; Wm. Martin, secretary, and Jas. H. Cutter, treasurer.

GREAT FIRES.

In the preceding pages the first and second "Great Fires," which almost wiped the city out of existence, have been briefly described. We will now proceed to describe some of the later fires which devastated San Francisco during the early years of its history. The first of these to which we shall refer is known as the "Third Great Fire," and occurred on the 14th of June, 1850. The citizens had had scarcely time to breathe after their exertions at the fire of the preceding 4th of May and the labors which followed in erecting new buildings to take the place of those destroyed, when again the awful cry of "fire" rang in their ears. This was the third conflagration to which the city had been subjected within a few months, and its ravages exceeded those of the two previous great fires, the losses being estimated at nearly five millions worth of property. The fire began about 8 o'clock in the morning in a bakery and arose from some defect in the chimney of the place. It was a small wooden back building between Sacramento and Clay streets and in the rear of the Merchants Hotel. The wind was high at the time and the flames soon spread on all sides. In a few hours the whole space situated between Clay,



CLAUS SPRECKELS
Prominent member of the Exempts.

California and Kearny streets down to the edge of the water was one mass of flame and, with few exceptions, all the buildings and goods lying within these extensive bounds were totally consumed. The individual losses were very severe, and these occurring so shortly after the two preceding great fires had the effect of reducing many citizens, previously wealthy, to poverty.

These successive losses were enough to have broken the spirit of any people, but the citizens were men of strong mental fiber and indomitable resolution and at once set themselves to work, industriously, to rear new houses and a new town. Within a few weeks the burned districts were covered over with new buildings, most of them being composed of far more substantial materials than the former ones. Sad experience had taught the people that although the cost of brick structures was much greater at first than the old wooden ones yet in the

end they were cheaper and better. From this time forward a marked improvement was noticed in the street architecture, which gradually assumed a new and more imposing appearance. The day after this fire a mass meeting of the citizens was held, presided over by the Mayor, to take steps for procuring a supply of water in case of fire and for preventing a recurrence, as far as possible, of such fires. The meeting was held in the Merchants Exchange and seven thousand dollars was subscribed at the meeting to carry out its objects. Resolutions were carried affirming the necessity of sinking wells and constructing cisterns in proper localities and in sufficient numbers to provide at all times an abundant supply of water. To carry out the purposes of the resolution a committee of influential citizens was appointed, comprising Messrs. F. M. Maccondray, Moses G. Leonard, W. D. M. Howard, J. L. Folsom and William



WILLIAM ALVORD
An honored member of the Exempts.

Hooper, and as a result of their efforts several hook and ladder companies were organized.

It was not long before the terrible fire fiend made another of his visitations. On the 17th of September, 1850, the devouring element again broke out, licking up as with the tongues of demons houses and houses and goods of all kinds. It was enough to crush out hope from the hearts of the afflicted citizens so repeatedly had the dreadful fire scourge attacked the city within the year. The alarm was given about 4 o'clock in the morning and in a few minutes the streets were full of excited people. The fire occurred in the "Philadelphia House," a drinking establishment on the north side of Jackson street, three doors from the Washington Market. The fire engines were on the spot with praiseworthy promptness, but so rapidly did the flames spread that all efforts to arrest them seemed for a long time totally vain. At first it was perfectly calm, but later the wind arose. The conflagration spread on every side. Most of the buildings were exceedingly combustible and burnt like straw. The "Climax," on the corner of Kearny and Pacific streets, was torn down, and only by extraordinary exertions were the firemen able to save the Court House, which stood near by the Climax. Crossing Jackson street the fire swept everything up to Portsmouth Square and to Kearny street, leaving only between the latter and Dupont "The Alta-California" office, the California, Lafayette and Excellent restaurants and two dwelling houses. Besides the Excellent, which stood on the corner of Washington and Dupont, only four buildings on Dupont were saved, between Washington and Pacific streets. The Rendezvous and Bella Union were burnt to the ground.

From the Washington Market the fire crossed Kearny street and swept everything before it. The "Pacific News" building was reduced to ashes, presses, paper, books, materials of all kinds were entirely consumed. About one hundred and twenty-five buildings were destroyed and over half a million dollars worth of property.

All hands turned out to render what service they could at the fire; Mayor Geary, Recorder Tilford, the judges of the courts and the police battled bravely and strongly against the flames. A party of marines under command of Captain Keys did effective service, as also Captain Chase with his company of soldiers from the Presidio.

The firemen were early on the ground and did all that could be done, but the scarcity of water and the lack of perfect organization of the department prevented much of the good results which would have attended their bravery, labor and skill.

Amongst the amusing incidents of the disaster the following is worthy of note:

After the "Kearny-Street Restaurant" (a noted restaurant in those days), caught fire the proprietors, realizing that nothing could be done to save it, abandoned it to its fate and stuck up a huge placard near the burning building announcing they had removed and informing their customers where they might be found.

Within two hours after the fire gambling, which had received a temporary check, was in full blast again. Such was the spirit of California in those days.

On the 31st of October, 1850, the City Hospital was destroyed by fire. The building was owned by Dr. Peter Smith and in it he took care of the city's indigent sick. There were nearly 150 sick and helpless persons in the hospital

at the time and with great difficulty they were all removed in safety. The scene was heart-rending and Dr. Smith's loss was estimated at \$40,000. Incredible as it may seem the origin of this fire was laid to the account of an incendiary, the evidence of its origin very largely and circumstantially to supporting that view.

The year was not destined to go out without yet another fire and on the 14th of December, 1850, the city was shocked again by the terribly familiar cry of "fire." It broke out about half past 8 in the evening in a store, only then recently erected, occupied by Cooke Bros. & Co., near the foot of Sacramento street, and was also suspected as the work of an incendiary. Saloons and theaters were at once emptied, crowds gathered, and all the excitement of a fire soon became manifest. The loss from this fire was about \$100,000, and for a time the whole vicinity was in imminent danger of absorption. But the efficient exertions of the firemen and the improved methods of the department overcame the flames before they could spread as in previous fires. Fortunately the tide was in and a plentiful supply of water was on hand otherwise the experience of the city in former conflagrations might have been repeated and whole squares reduced to ruins.

The large wooden building belonging to the Pacific Mail Steamship Co. was in utmost danger and was saved only by superhuman efforts.

At this fire, as on other similar occasions, a set of harpies flocked round the scene, seizing everything of any value they could lay hands on and making off with the booty.

May 4, 1851, the anniversary of the "Second Great Fire," was signallized by the "Fifth Great Fire," the ravages

which exceeded, in gross amount, those of all previous fires put together. For several months the inhabitants had enjoyed comparative immunity from conflagration; although single houses had caught fire and been consumed. Such a calamity as that which befell the city in this last visitation was not considered possible. A considerable number of buildings, which were supposed to be fire-proof, had been erected in the course of the preceding year, the solid walls of which it was thought would afford protection from the indefinite spreading of the flames when fire did, unhappily, break out in any particular building. But all calculations and hopes on this subject were mocked and broken. The brick walls that had been so confidently relied upon crumbled in pieces before the furious flames, the thick iron shutters grew red hot and warped and only increased the danger and insured final destruction to every thing within them. Men in their anguish ran for shelter into these fancied fire-proof brick and iron-bound structures, and when they sought to come out again to escape the heated air that was suffocating them they found that the metal shutters and doors had expanded and could not be opened. In these huge, sealed furnaces several persons miserably perished. Many more lost their lives in other portions of the burned district, partly by the flames and partly by the tottering walls falling on and crushing them.

The fire began a few minutes past eleven o'clock on the night of Saturday, the 3d of May, in a paint and upholstering store on the south side of the plaza, occupied by Messrs. Baker & Meserve. As particular care is said to have been observed in this establishment to extinguish all lights and fires, the sad work

which wrecked so many homes and brought ruin to so many people was laid to the charge of an incendiary. The wind blowing strongly from the northwest the conflagration proceeded in the direction of Kearny street and soon swept before it all the houses in its path. Then the wind shifted and blew from the south, carrying the fire backwards to the north and east. In a few hours the whole business portion of the city was one entire mass of flames. The wind that would have been considered high at any time was now increased to a hurricane by the action of the flames, which greedily sucked in the fresh air. The hollow spaces beneath the planked streets were like great blow-pipes that stirred the fire to fearful activity. Through the same channels, which had become as dry and inflammable as tinder, the flames were communicated from street to street, and in an amazing short time the whole surface, over a wide area, glowed, cracked and blazed—one immense fiery field. The reflection from the sky from the terrific conflagration was said to have been visible at Monterey, nearly a hundred miles off, where it filled the timid and superstitious with dismay and irrepressible terror. On all sides in the doomed city there was heard the fierce roar that drowned the shouts of men and the shrieks of women. The firemen plied their engines vigorously and worked with a fervor born of desperation, but the streams of water dissipated into clouds of mere steam before the awful heat and could not reach the hot center of the resistless element. Houses were blown up, but the fire leaped across the gaps and pursued its all devouring course. In the short space of ten hours from the commencement of the fire from fifteen hundred to two thousand houses had

been completely ruined. In the end the absolute want of further fuel to consume put a termination to the conflagration. Eighteen entire blocks, with portions of five or six others, were devastated, and with fewer than twenty exceptions, all the houses and property of every description were totally destroyed. Only five of the brick buildings on Montgomery street escaped destruction and perhaps ten or twelve in other localities. The burned district extended about three-fourths of a mile from north to south and one-third of a mile from east to west. In this space was comprised the most valuable part of the city and where the most precious goods and merchandise were stored. The damage was estimated at from ten to twelve millions of dollars. The awful grandeur of the scene is said to have been beyond the power of human pen to adequately describe. The city was reduced to cinders—unsightly tottering walls, huge heaps of bricks, rubbish and smouldering ruins were all that marked the spot where a few hours before the day had dawned upon beautiful edifices and thronging, hopeful men.

In this conflagration some of the old store ships, which had been hauled high upon the beach, were consumed. The firm of Dewitt & Harrison saved their warehouse by using vinegar in the absence of water, eighty thousand gallons of the former fluid having been employed by them in protecting the building. By breaking up the wharves and so cutting off the connection with the burning masses the vast shipping then in the harbor was saved, which at one time was in most imminent peril.

Amongst the heaviest losers by the fire were: Messrs. J. B. Bidleman, Montgomery street, \$200,000; Simmonsfield, Bach & Co., Montgomery street,

\$150,000; Starkey Bros., \$150,000; Ottenheimer, Hirsch & Co., \$130,000; Fridenberg & Co., Clay street, \$75,000; Beck & Co., \$75,000, and hundreds of others whose losses ran up into the thousands. The officers of the Custom House saved the specie of the office by casting it into a well—about \$1,000,000 was thus saved. The safe of Mr. Burgoyne, a leading banker of the city, when opened after the fire showed that \$1,500,000 was undamaged, and his books and papers also escaped injury.

San Francisco never before had suffered so severe a blow, and croakers and calamity-howlers were getting in their best work on the wickedness of the doomed city, comparing it to Sodom and Gomorrah and seeking to draw imposing moral lessons on the awfulness of its fate. But the citizens were in no frame of mind to be lectured upon their conduct or their morals and were content only to curse in the strongest terms and vow vengeance on the miscreants who had kindled the fire. Next day numerous arrests were made, crime seeming to run riot through the city. The houses in the unharmed portion of the city were ruthlessly plundered during the absence of the occupants, and so numerous did the arrests become that there was not sufficient room in the station-house for the confinement of those who had fallen into the hands of the police.

After the first short burst of sorrow the ruined inhabitants, many of whom had been burnt out time after time by the successive fires, began again with heroic fortitude and resolution to create still another town and another fortune. While the city lay one vast black and still smoking tract preparations were made to erect new buildings. These were generally at first formed of wood, low in

height, limited in extent to conform to the new ordinances of the city; but before long these temporary structures gave place to buildings of much greater magnificence.

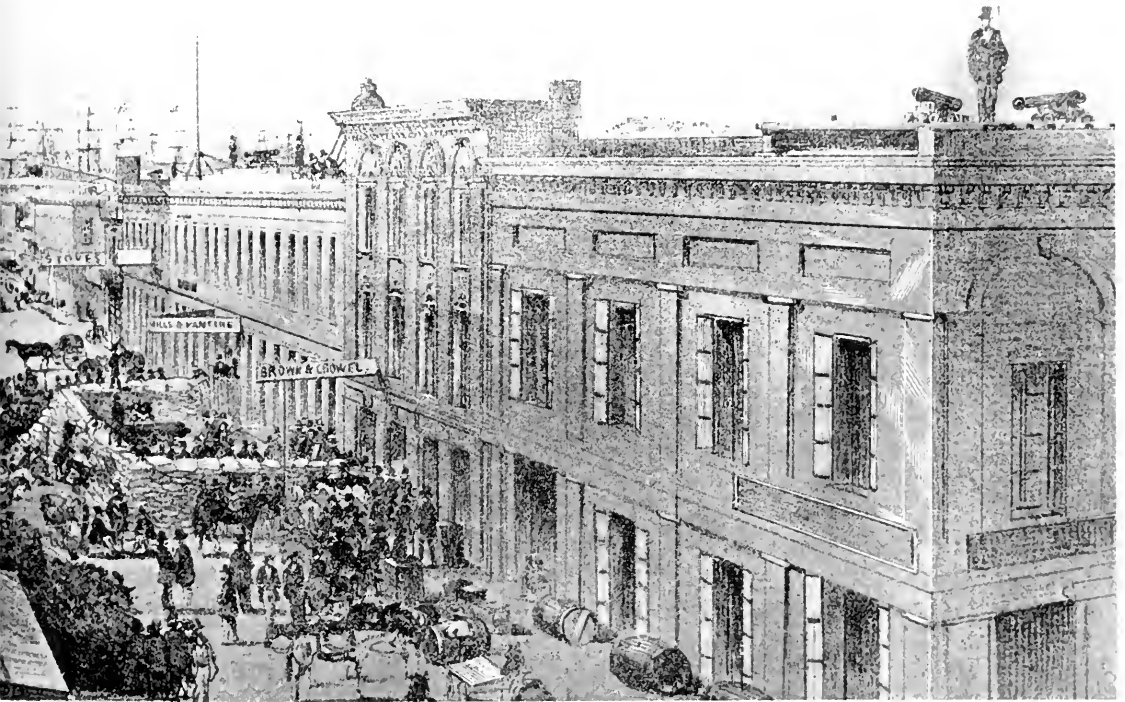
But one other great fire was still to come. This was the "Sixth Great Fire" and occurred on June 22, 1851.

For some time the attempt of incendiaries to fire the city appeared to be on the increase. The inhabitants had grown nervously sensitive to the slightest alarm of fire and were in a humor to make short work of any culprit they might be fortunate enough to catch. One Benjamin Lewis came under the suspicion of the police and was arrested. While undergoing a primary examination on a charge of arson, the Recorder's Court being full of people at the time, great consternation was occasioned by a cry of "fire." It was a false alarm and was believed to be a ruse to enable the prisoner's friends to rescue him from the hands of justice. Meanwhile some three or four thousand persons had collected outside the Court House and loud cries were uttered of "Lynch the villain. Hang the fire-raising fiend" and other threatening cries. Colonel Stevenson harangued the crowd in strong language, encouraging them in their violent behavior. Mayor Brenham endeavored to calm the enraged multitude. Loud calls were made for Mr. Brannan and that gentleman quickly responded and advised that the prisoner should be given in charge to the "volunteer police," then recently formed. A motion to this effect was put and unanimously carried. But when the prisoner was looked for it was found the regular police had managed to carry him away and elude the the crowd.

This is but one instance of the scenes

of popular excitement, which had become of frequent occurrence in the city. Repeated losses by fire and the terrible array of unpunished, undetected crime had exasperated the citizens almost to the point of madness against the sup-

occasion his counsel found a flaw in the indictment, which quashed the proceedings. These delays and defects in the law were working the long-suffering people up to a pitch of frenzy that boded little good. San Francisco truly was in



"FORT GUNNYBAGS."

This is a view of the headquarters of the Vigilance Committee on Sacramento street between Davis and Front as it looked in 1856. The engraving is from a rare old print published at the time.

posed criminals. Matters were coming rapidly to a head which inspired the creation of a "Vigilance Committee." Incendiary attempts were of almost daily occurrence. Not only the desire for plunder but malice against individuals and an unnatural lust for general destruction seemed to inspire the villains. Lewis was twice brought before the District Criminal Court for trial and on each

a desperate condition at this period of its history. Crime was rampant, and grand juries were continually making formal complaints that their presentments were disregarded. Criminals were seldom convicted and punished, while generally their trials were so long delayed that prisoners escaped from the insecure confinement or the essential witnesses in the case had left the city

and gone no one knew whither, and so the prosecutions failed. On the 11th of June of this year the Vigilance Committee was formed. Their first act was to hang a man named Jenkins, upon the plaza, for stealing a safe.

The activity of the Vigilance Committee, however, and the notoriety of the swiftness of its punishments were not enough to save the city from the unspeakable villanies of the desperadoes who then infested certain quarters of the town, and on the 22d of June another outbreak of fire almost paralyzed the citizens with fear for the time being. Fortunately the fire occurred in the daytime, which, in a measure, served to mitigate its terrors. It originated in a frame house on Pacific street; close to Powell. The high winds speedily fanned the flames and drove them south and east. All day they spread from street to street, consuming one block after another. The newly constructed water reservoirs happened to be nearly empty and the strenuous and persistent efforts of the firemen were of little use in stopping the conflagration. The operations of the hook and ladder companies were constantly thwarted by the owners of properties they were seeking to pull down to check the spread of the flames. The fire extended from Powell street nearly to Sansome, and from Clay street to Broadway. Within these limits ten entire blocks were destroyed and considerable part of six others. The total damage was estimated at three million dollars. The chief business portion of the city, which had suffered so severely six or seven weeks before, escaped the ravages of the fire. In the fire of May 4th every newspaper establishment in the city, except the "Alta-California," was entirely destroyed, but in this fire

all escaped except that of the journal named. The fire was generally supposed to have been raised by an incendiary, and during the day several attempts were detected to fire parts of the city yet untouched by the flames. The City Hall, located at the corner of Kearny and Pacific streets, not long erected, and which had cost \$150,000, was totally consumed, although the principal office records were saved. Mr. Thomas Maguire, the proprietor of the "Jenny Lind Theater," for the sixth time was burned out and suffered great loss. Nearly every citizen of those days had been burned out at one or other of the fires.

These fires entirely swept away the relics of the olden time in the heart of the city. The old City Hotel, which stood at the corner of Kearny and Clay streets, and which was the best known hotel of its day, was entirely destroyed by the fourth fire after standing unscathed through three of the big fires. It was the first hotel started in San Francisco, then the village of Yerba Buena, in the year 1846. When gold was first discovered, and San Francisco was literally overflowing with gold, it was the great gaming headquarters. Thousands and thousands of dollars were there staked on the turning of a single card, and during 1848 and 1849 scenes were witnessed there which almost beggar description. In the spring of 1849 the building was leased at \$16,000 per annum. Finally it met its fate as stated.

The old adobe Custom House, that had been first built for that purpose and then used as a guard house and military office, was also burned. The house of Mr. Samuel Brannan, in which were exhibited the first specimens of gold brought from the placers, met the same fate.

After these last fires a wonderful im-

provement was made in the strength and grandeur of the buildings. Solid brick walls, two and three feet in thickness, double shutters and doors of malleable iron, with a space of two feet wide between them, characterised the new style of buildings. The banking establishments, the principal stores and merchants' offices and the most important houses in the city were built on this improved style. The extraordinary frequency of these fires suggested the hand of the incendiary as the origin of many of them, particularly as the fact was only too well recognized that there was a very tough gang of desperados and cut-throat adventurers in the city at that time. So strongly had this feeling taken possession of the minds of the people that on each anniversary of the "Great Fire"—that is the fire of May, 1851,—for several years after its occurrence the approach of the anniversary was looked upon with almost superstitious fear, and the citizens scarcely breathed free until the ill-omened day had passed.

On the first of these anniversaries the most comprehensive precautions were taken to guard against an outbreak of fire. The firemen had everything in readiness for any emergency. The engines were all arranged outside the doors of their houses, ropes were stretched and ready for immediate use, while in some cases the cap of the tail tube of the engines was unscrewed and ready to fit on the suction pipe. Each of the companies had men on watch all night, and it is said the Empire Engine Company kept twenty-five men at their posts in the engine house the whole of that night to respond to the first note of alarm.

Such precautions had their good effect, for the news that such measures of prevention were being taken spread to all

quarters of the city, and would naturally act, to a very considerable degree, as a deterrent in damping the ardor of any miscreant who cherished any such foul and incendiary designs.

After some of these big fires had occurred large rewards were offered for information that would lead to the conviction of any person suspected as an incendiary, and in several instances men of shady character were mobbed in the streets and roughly handled by the infuriated citizens; in one instance the victim narrowly escaping lynching on the spot. Justice was extremely summary in those days and the person upon whom a strong suspicion rested, as the author of any serious crime, received in most cases a short shift when punishment was meted out.

FIRE INSURANCE.

Prior to 1853 the risks were considered too great to induce any fire insurance company to venture to do business in San Francisco. But when the Fire Department had become a well-organized entity, and the city had made proper provision for a plentiful supply of water in case of fire, these invaluable accessories to commercial activities began to make their appearance. To the Liverpool London and Globe Fire and Life Insurance Company belongs the honor of being the pioneer of fire insurance in San Francisco. In 1853 Mr. Joshua P. Haven became agent of that world-wide company; and soon afterwards the Imperial Fire and Life Insurance Company, the Royal, the Monarch (since absorbed by the Liverpool and London) and the Northern, all English companies, established agencies, and by care in selecting their risks and adopting a pushing and progressive policy, and high premiums,

made very large profits. Three years elapsed before any American companies entered the field.

The first company organized in California to carry on the business of fire and marine insurance was incorporated in San Francisco, February 23, 1861. It was named "The California Mutual Marine Insurance Company." The president was Dr. Samuel Merritt, and W. Caspar T. Hopkins was secretary. From 1852 to 1860 several attempts had been made to establish insurance companies in San Francisco. The only one that met with any success was a German company, organized on the mutual plan, and which insured only its own members against fire on merchandise risks. Other ventures proved ineffective, owing to the personal liability features imposed by the State Constitution on stockholders of all corporations. The opinion was then pretty generally held that in case of a conflagration the entire estate of stockholders could be made liable in payment of the company's obligations. Consequently, the first company organized locally restricted its business to marine insurance. After great labor and difficulty, and after many meetings had been held, twenty men of well-known wealth and standing were at last persuaded to incur the risk of owning stock in so perilous a venture. They accepted their liability with great misgivings. Each stockholder subscribed for but one share of \$10,000. Of this amount only \$1,000 was paid in, a stock note, payable on demand, being given for the balance of the \$9,000. No person was allowed to own stock unless he was known to be worth at least \$100,000, nor could he sell out, except to a purchaser who should be approved by the directors. No risks were to be taken,

except such as were approved by the whole insurance committee; nor losses paid except by special order of the board of directors. The laws were sound on the subject of dividends, for they provided that not more than half the net earnings should be divided until \$500,000 should have been accumulated in cash assets.

This concern, though small, was essentially sound, for the aggregate wealth of the twenty stockholders was many millions, who recognized their personal responsibility, whether joint or several, and were prepared to meet it. At the same time they conducted the business of the company on most conservative principles. During the first year of its existence the entire paid up capital of \$20,000 was loaned to W. Samuel Brannan, a wealthy resident of the city, upon no other security than his note, at 1½ per cent per month, and the finance committee reported the assets of the company to be safely and profitably invested.

This company having broken the ice, other local insurance institutions were organized. The San Francisco Fire Insurance Company and the California Lloyds being formed in 1861. Then came the Merchants' Mutual Marine Insurance Company, the Pacific Insurance Company, the Fireman's Fund Insurance Company, the California Home Insurance Company and the Home Mutual Insurance Company, all incorporated in 1863. The organization of so many local companies began to attract public attention to the business of fire and marine insurance, with the result that a Board of Underwriters was formed to prevent undue competition and to generally advance the interests of the companies.

In 1867 there was a marked increase in the number of new companies, and

from that time to the present the companies have increased and multiplied to such a prolific extent that San Francisco is now more than abundantly blessed with fire and marine insurance companies of the very highest financial standing.

In the early days San Francisco was very badly off for water, a fact that greatly militated against a successful assault upon a conflagration. We have already spoken of the cisterns that were from time to time constructed to remedy this drawback as far as possible. The citizen of to-day has a very inadequate conception of the almost insuperable difficulties of obtaining a water supply of any kind, whilst a sufficient and permanent supply was a consummation devoutly to be wished. The earliest source of supply was from wells, and water was a costly commodity. Previous to 1849 San Francisco, then called Yerba Buena, had to depend for its water supply on a common village well located near Telegraph Hill, and owned by a man named Linden Putman. He was the purveyor of water to the early inhabitants, and for several years enjoyed a monopoly in this profitable business. Two mules and eight kegs constituted his stock-in-trade, and with these he carried around the water to the few scattered residents at ten cents a gallon or twenty-five cents a keg. When the mining excitement broke out and strangers began to flock to the scene of the New El Dorado, the demand for water overtaxed Putman's resources, and he increased his stock of mules and kegs. Soon a village of tents sprang up at the junction of Battery and Market streets, south to Howard street, which the new comers called "Happy Valley." Here a man named Charter started opposition with a hand-cart, and supplied the

residents of Happy Valley from a spring of water situated on the corner of Summer street and the California Market. The large increase in the population arrested the attention of other persons to the profitable nature of this industry, and in 1849 Messrs. O. F. Willey, the carriage builder, Silas M. Locke and M. D. Locke entered into partnership and leased a well near the corner of Pine and Sansome streets, and known as Rudesdale's spring. From this well they hauled water on single, two-wheeled mule carts. Each of these carts carried a barrel, with a capacity of 150 to 200 gallons, and the water was retailed at ten cents a bucket.

The Rudesdale spring, from too frequent use, soon became unfit for human consumption, and Messrs. Willey and Company put down a well near Belden place, between Kearny and Montgomery streets. At a depth of 120 feet they struck a splendid flow of clear water, and with their mule carts very soon knocked a hole in the business of Messrs. Putman and Charter. The latter, however, had amassed a considerable sum of money out of his business, which caused him to turn his thoughts to his old home in New Jersey. He sold out to Willey and his associates for a small fortune, and very soon shook the dust of California from his feet. Messrs. Willey and Company may be regarded as the actual pioneers of San Francisco in the matter of water supply. The population by this time had reached the respectable figure of about eight thousand souls, and six carts were employed to serve the aqueous wants of the residents.

After Willey and partners secured the Summer street well from Charters they dug a hole forty feet deep by twelve feet square, and then bored at each corner of the square an artesian well.

By this means they were able to obtain a pretty reliable and plentiful supply of water, which gave them control of the water-supplying business for some time, and which yielded immense profits. The cisterns, afterwards constructed by the Fire Department, were supplied, for some time, by the water from these wells.

But such primitive means of water supply could not cope with the increasing needs of a rapidly growing town, and Messrs George Ensign, John Bensley and others promoted a scheme to establish a city water supply on a somewhat elaborate scale. Their idea was to have secured the supply from Mountain Lake, near where the Marine Hospital now stands, and contemplated tunneling the hill at the Presidio. After spending several thousand dollars on the venture, the company had to abandon it, as it was found to be impracticable.

A deviation from their original plans was then agreed upon, and the water was conveyed in a flume and pipe line along the southerly shore of Golden Gate to North Beach, at which point it was pumped to the summit of Clay street hill. The pumping station at North Beach was known as the Black Point Pumping Station.

Early in the sixties, the population having grown to about 100,000, the Spring Valley Water Works were started, and from that time the city has had no further cause for anxiety on account of its water supply in cases of fire.

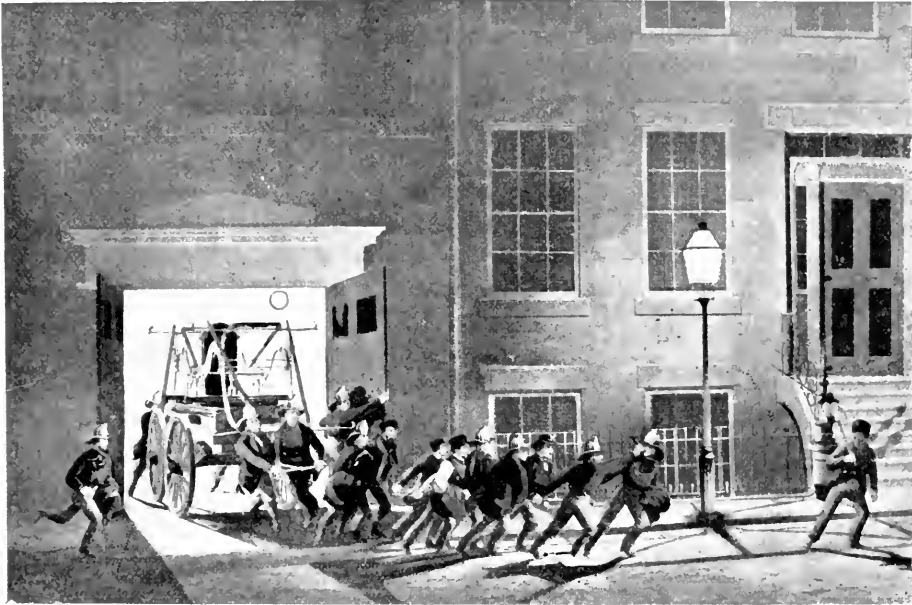
The Plaza, commonly called Portsmouth square, was invariably the appointed place for open-air demonstrations and celebrations of every kind. At one time it is the silent witness of the doings of the fraternity of Journeymen House Carpenters, who are agitating for an increase in wages to the sum of eight

dollars per day. At another it presents the gorgeous spectacle of a military review or a firemen's parade. At one of these reviews, to commemorate the immortal Fourth of July, whilst the members of the Volunteer corps were being reviewed by Major-General Sutter, the festivities of the day, while at their height, were suddenly interrupted by a conflagration at the southwest corner of Clay and Kearny streets. The streets facing the Plaza were crowded at the time of the alarm, and the windows of the upper story of the houses were occupied by numerous ladies, watching the evolutions of the soldiery. The fire originated in a store, in three barrels of fireworks, which, through the thoughtlessness of the owners, had been so placed near the sidewalk as to offer too tempting an inducement to some boys who were out for fun. They dropped a lighted cracker in the barrels, the resultant explosion causing consternation to the unsuspecting bystanders. In a few seconds the inflammable store was in flames, and a panic occurred amongst the ladies at the windows upstairs. Their curiosity and love of excitement were more than amply gratified, and in the scramble to reach a place of safety, abandoned their parasols, bonnets and everything which they did not happen to have in their hands at the moment. It was on this identical occasion that the "First California Battalion" were presented with a beautiful American flag by Mrs. Catherine Sinclair, the celebrated actress, who was playing in the city at the time. The old Volunteer Fire Company Vigilants No. 9, were also being honored on that day, and at the time of the alarm were in full regalia, having just received a splendid banner from the ladies of the Second Ward.

In 1852 the city was provided with a fire alarm bell. As an auxiliary to the apparatus of the Fire Department, experiments were made to test the efficacy of a contrivance called Phillips' fire annihilator, no effort or expense being deemed too great to provide the most comprehensive checks to the spread of fire. The annihilator, however, appears

year was only \$147,500, which speaks volumes for the efficiency of the Fire Department, which then comprised 826 firemen.

In 1853 the Common Council became impressed with the idea of the absolute importance of preventing the erection of the flimsy buildings then so much affected. Accordingly they decreed by



THE LIFE OF A VOLUNTEER FIREMAN

The night alarm. "Start her lively, boys!" The hands of the clock in the engine house point to 1:20 as the alarm sounds.

to have been only a partial success, and did not come largely into use. By the end of 1852 the city had constructed nineteen cisterns, located at various points in the chief centers of the old city. These contained about 523,000 gallons of water, available for use in case of fire. During this year there were no less than one hundred and two alarms of fire, forty-one of which were false alarms. The loss of property in the sixty-one fires which occurred this

ordinance that within the area bounded by Pacific and Pine streets, and Dupont and Front streets, all future buildings should be constructed of brick or stone, with party, or fire walls rising at least two feet above the roof. The ordinance prohibited the enlargement of any existing wooden buildings, and rendered the owner and builder liable to heavy penalties for any violation of the provisions.

In those days it was something to be a member of a fire company. At the

auction in the American Theater of the sale of seats at a concert given by the celebrated vocalist of that day, Miss Catherine Hayes, most of the fire companies were strongly represented, and were formidable bidders.

The spirited contest for the best seats, as described by a local newspaper of the day, is interesting reading. The price ran briskly up by "fifties" at a leap, until it reached \$650. The principal competitors were Austin & Lobdell, a large furnishing warehouse on Clay street; Atwill, who had a music store; the Empire Engine Co., the Monumental Engine Co., and the Sansome Company. To quote from the local paper: "At \$700 Atwill backed out. It was a little too steep. Then came the excitement. The bids still went up by twenty-fives and fifties at a time. "Eight hundred dollars!" shouted one party. (Cheers.) "Eight hundred and fifty dollars!" another, and the house cheered again; \$900, and so on to \$1050, each bid being greeted with louder and louder cheers. At last Austin & Lobdell bid \$1025, when the Empire Engine Co. promptly bid \$1150 (one thousand one hundred and fifty), at which price the ticket was knocked off amidst thundering applause. The California Engine Co. took the next choice at \$25 premium, and the Knickerbocker Engine Co. took the right hand proscenium box at \$20 premium. We are informed that the Empire Co. were prepared to bid as high as \$5000. Will the Eastern States give it up now?"

This gives some idea of the wealth of the men who made up the membership of the Volunteer fire companies in those days.

The event was too glorious not to inspire the people with an exultant sense

of triumph over the Eastern States. The company attended the concert in a body, in full uniform. The box, which had cost \$1150, was beautifully decorated with flags and the ornamental paraphernalia belonging to the company. After the concert Miss Hayes was escorted to her hotel by the company with a fine band of music, banners and torches. As early as 1852 the Chinese of the city presented the Fireman's Charitable Fund with a check for \$1000, in testimony of their sense of the great obligation they felt under for the praiseworthy manner in which the Fire Department had carried out their duties on the occasion of a then recent fire on Sacramento street.

During the years 1852-53, while the department was under the able direction of Mr. G. A. Hossefross, the problem of how to best prevent conflagrations was vigorously attacked. Owners or occupiers of buildings were compelled to remove all cloth, canvas or felt roofs; the water supply was improved; new engines were imported from the Eastern States; the storage of powder by individuals, except in quantities less than 25 pounds, was made an offence, and a powder magazine was constructed by the city, to be used for the purpose of destroying buildings whenever fire should break out, if such an expedient were deemed advisable, and the efficiency of the individual companies were greatly enhanced by frequent drills and physical exercises. The merchants' donations to the department were generous, and entertainments were of common occurrence, whose object was to swell the Firemen's Fund. Concerts were then a favorite and profitable form of amusement for replenishing an empty exchequer, and the Fire Department came in for its share of these. It is not to be wondered

at that Miss Hayes herself tendered a concert to the Fire Department, and another no less distinguished artist of that time, Signora Elisa Biscaccianti, honored them in a similar way. This latter singer died only a few years ago, at an advanced age, in the Rossini Foundation Home for Musicians and Artists in France. She is said to have been one of the first Americans who succeeded in attracting attention abroad by her voice. She was sent to Milan, and sang there for several seasons. In 1848 she returned to the United States, and toured the country with her husband, Count Biscaccianti, an instrumentalist of no mean talent. Whilst in San Francisco in 1852 she met a music teacher, fell in love with him, and left her husband. Afterwards she went to Australia, and later returned to Italy, where she died in 1896. On April 21, 1852, when she was in San Francisco with her husband, she sang at a benefit for the Firemen's Fund Association.

The esprit de corps of the old Volunteer fire companies was worthy of all praise. The fine feeling was largely stimulated by the friendly contests and competitions which took place from time to time amongst the companies. The Empire company organized a military guard called the "Empire Guards," and once a year had a target excursion, when they engaged in target practice for trophies presented by leading citizens. On such occasions the people turned out in considerable numbers. The once famous Nightingale House—presumably named after Jenny Lind, the Swedish Nightingale, who had just then been in San Francisco, and kept by Mr. Wm. Shear, at Mission Dolores—was usually the place of rendezvous, and the greater part of a day was given up to sport and festivity. Competitions to test the

superiority of the engines of the different companies were also common. One of these competitions is now regarded as one of the classic events in the history of the Fire Department. The contest was quite a notorious affair, and excited the public interest to a remarkable extent. The *Fireman's Journal* of February 2, 1856, devotes a column to the trials, and gives a verbatim report of the judge's decision. The duel was between Monumental No. 6 and Vigilant No. 9, and took place on a square in front of the Occidental Hotel, and on First street. There were two trials, the first being declared off. In the second, after a prolonged contest, in which the men worked with the energy of demons, No. 6 won, whereupon the engine was draped with flags, and to signalize the victory a live eagle was perched on top of it. This was in the days of the old hand engines. This same Engine No. 6 is now installed in the old house on Brenham street, known as the Exempt Co., where that company has had its quarters for so many years. It is now an object of pride amongst the members, and is cared for and looked after with as much particularity and interest as in the palmy days of the old Volunteers. Once at Sacramento this same engine threw a stream of water 229 feet 8 inches, a record said to have been unequaled by a hand-engine. In June, 1863, this engine was sold for \$4000, and sent to Virginia City, Nevada. But the affection which the Exempt company entertained for her impelled them to buy her back again. She was accordingly brought back to San Francisco, and is now the most conspicuous adornment in their house. Not only was she a hand-engine, so far as her pumping arrangements went, but she was drawn by hand and manned by the members on the numerous occasions

she was brought out to help quench a fire. It took forty men to handle her, and by an adjustment of her extension bars, which increased her capacity, she then demanded the united efforts of no less a corps than sixty-four able-bodied firemen. She is a curious and interesting link in the evolution of the fire engine.

Other athletic contests in which the firemen engaged were competitions over a given distance, dragging a hose cart with 500 feet of hose attached. These contests were usually for a trophy, sometimes for a money prize, and most of the companies took part. Not only did such contests tend to promote a healthy feeling of rivalry amongst the different companies, but they proved an excellent training for the men and kept them in first-class condition. The oldest engine in California is also housed in the old building on Brenham street. It is the first engine that arrived in San Francisco, and was made in New York in the year 1820. It reached here in 1849, and came round Cape Horn. It is a veritable toy compared with the superb machines of to-day, requiring only eight men to handle it, and threw a stream of water of about equal volume to that ordinarily employed nowadays in watering a garden. With such a formidable toy, it is no wonder the fire fiend laughed at the firemen's efforts to destroy him. This engine at one time was the property of Martin Van Buren, President of the United States, and was purchased from him by the late William Free, who brought it to California.

Of the old companies, Monumental No. 6 enjoyed the distinction of being considered the banner company of the department. The late Mr. J. L. Durkee, who was Fire Marshal for 20 years, was a member of this company. So were

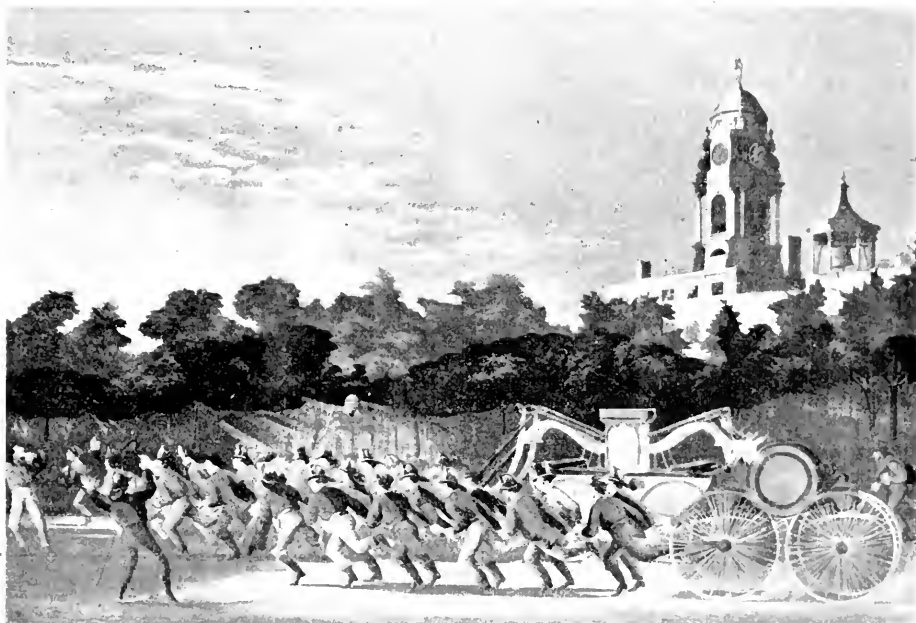
Messrs. George T. Bohen and his brother Ben. F. Bohen, the detective, and the well-known lawyer, George B. Hayes. Mr. A. P. Hotaling, the distinguished merchant, was treasurer, and Mr. Chas. M. Chase, another prominent San Franciscan, was secretary. Amongst other notable citizens who were active members of the Volunteer Fire Department, and who are still with us, are Messrs. Claus Spreckels, the sugar king, and Wm. Alvord, president of the Bank of California; Captain Lees, Chief of Police; J. H. Gardner and Martin Bulger. Ex-Police Captain John Short belonged to Vigilant No. 9, Chief Crowley ran with Pacific No. 8, while Captain Lees was foreman of No. 4.

Fires amongst the shipping in the bay were not uncommon. In July, 1853, the storeship "Manco," lying at the foot of Steuart street, caught fire. The ship was moored amidst a fleet of store vessels, and the firemen had to operate from floats and launches. She had twenty-five kegs of powder on board, and as soon as this fact became known the hundreds of spectators perched in the rigging and swarming the decks of the vessels in the vicinity beat a hasty retreat from the scene of action. The firemen did all they could under the circumstances, but had to confine their efforts to operating at a reasonably safe distance. At 6 o'clock an explosion took place on board, and heavy volumes of smoke issued from the stern windows and hatchways. This was regarded as the forerunner of the grand blow up everyone was expecting, and the greatest confusion took place amongst the crowds who had congregated to witness the fire. The firemen, with great courage and at great risk, kept to their posts, and succeeded in extinguishing the fire before the flames had reached the bulk of the powder.

On another occasion the firemen had a narrow escape of being blown to "kingdom come." Nine hundred pounds of powder had been carelessly stored, in violation of an ordinance, on one of the wharves. A fire broke out on this wharf while the powder was stored there. The wharf was black with people, when, by good luck, the presence of the powder

before the court for an infraction of the city ordinance.

In 1855 the steam fire engine was just beginning to come into use. As usual, on the introduction of any new-fangled contrivance, critics were not wanting who derided the new invention as an impossibility. The *Scientific American* appears to have had the temerity to



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The race. "Jump her, boys! Jump her!" The hands of the clock in the City Hall tower point to 1:30 as they race by on the way to the fire.

was discovered, whereupon several firemen threw it into the water.

There were at the time six engines with their companies upon the wharf, besides a closely packed crowd of spectators, none of whom were aware of their close proximity with death. The amount of powder was sufficient to have utterly destroyed the entire block of wooden buildings and to have torn away the wharf with its load of human beings. Mills, the owner, was next day brought

hazard an opinion that the "steamer" would excel the hand-engine, and was at once taken to task by those who were interested in such matters. At the present time it seems ridiculous to contemplate, but, strange as the fact may seem, it is none the less true that a public competition took place in New York during this year to determine the superiority of one or other of the engines—the steamer or the hand. Victory lay with the hand-engine, and a metropolitan

newspaper of the day, in commenting on the trial, says: "This "tremendous squirt" (meaning, of course, the steam engine) is not half the pumpkins it has been cracked up to be."

Modern firemen would feel tickled to death by reading some of these old descriptions of the then recently introduced new fire engine. For instance, the *Boston Transcript* of 1855 says: "The engine is about 8 feet wide, 11 feet high and 16 feet long, and not unlike a railway locomotive in appearance. The running gear is composed of two large wheels at the sides and one small one in front of and under the apparatus to which the draft shaft for the horses is attached. This wheel is so constructed as to allow of turning the engine round in a space no greater than its own length. On the front of the engine a large cylindrical vessel runs around the top, and contains water for supplying the boiler, which is situated at the rear, where the fires are located. Between the back of the boiler and the water chamber lie all the pumps and machinery by which the engine is operated. Stretching across the rear of the boiler, so that the engineer in charge has back to front of the machine, the upright air vessels monopolize the space, and immediately adjoining them the pumps perform their revolutions. The steam cylinder is sixteen inches in diameter and two feet stroke. The machinery appears rather complicated, but it is said to be, in reality, of a very simple character. Ten men and six horses are required to an engine."

What the writer of this description would think of a fire engine of the present day, with all its auxiliaries, it is difficult to conceive. A poetical scribe dips into verse to give his opinion of the trial

between the "Exempt," a hand-engine, and the new "steamer." It is worthy of reproduction as an illustration of the skepticism that then prevailed in regard to the new invention. Thus the poet:

I feel myself shakin' at the task undertaken,
Yet still I will try and endeavor
To drop you a line 'bout a certain engine
Whose prowess we all think so clever.

Last week in the park (as I see you remark)
A trial of force was attempted
By "Greenwood's machine," which you know
goes by steam,
And but lately has been invented.

To make her go right, they began over night;
Worked hard to get her in order,
And, to be in good time, commenced about *nine*
To fire up the wood 'round the boiler.

With everything ready, they waited quite steady,
Till the hour to start her they "orter";
They greased up the piston and filled up the
cistern
With a very large lot of fresh water.

Hello! Bless my eyes! Why, here's a surprise,
For up through Broadway they're a draggin'
Our friend, the Exempt, which formerly went
By the name of the "Lively Hay Waggon."

I come to inquire, there ain't been a fire,
But "the boys," with a pride that doth seem good,
Think they'll take a hand, with *their* engine
well manned,
And try to "knock spots" out of "Greenwood."

Some smile in derision as they hear the decision,
But others, more wise in life's pleasures,
Feel sure that to win all the lads will go in,
Or bust their old tub all to blazes.

Six minutes suffice to get matters to rights;
And, after a brief introduction,
They both get to work, with a shriek and a jerk—
Both taking their water from suction.

The "steamer" keeps blowing her whistle and
throwing

A stream from a three-cornered nozzle.
The "Exempts," in a pipe of old-fashion delight,
Then beat her five yards horizontal.

They play in the air; she's beat even there.
To the top of the Hall force their water;
But in spite of their steam, they can't throw a
stream,

Unless it is some twenty foot shorter.

You ne'er in your life saw quite such a sight
 As the Park while the contest was pending—
 Insurance folks "blowing," the Exempts all
 a-crowding,
 And stars with outsiders contending.

One point she *does* gain, and we must be insane
 Unless we admit with all candor,
 That to "keep up her shake" there is not in the
 State
 A single "steam squirt" that can stand her.

With all due respect, I submit, recollect
 That the N. Y. F. D. don't want her.
 Let 'em take her to Boston; they'll find she will
 cost 'em
A fortune to keep her in order.

In the Eastern States the big cities had *paid* fire departments for a considerable time before such a change was effected in California. The system, however, was not always attended with the highest results. A correspondent of December 30, 1854, thus describes the proceedings of the paid firemen, consequent upon an alarm of fire, in the city of Boston. Hearing an alarm of fire at night time, he hastened to an engine-house near by, and was surprised to find that no firemen had made their appearance. Having waited several minutes, listening to the fire bells, a watchman came along springing his rattle and bawling, "Fire! Fire! District 3!" On inquiring of the watchman where the firemen were, the former answered, "'Sleep, I 'spose," and went on his way. Pretty soon a tall specimen of a man made his appearance, and asked if there was a fire, or whether it was a false alarm. The tall stranger turned out to be one of the belated firemen, and leisurely proceeded to unlock the house, saying at the same time, "I guess I'll unlock the house and wait till the captain comes, and see whether it is best to go out or not," and added that he felt "real tired," and hoped it was a false alarm. By this time lurid flames lit up

the sky, and the tall fireman appeared to think the time for definite action had come. "Guess I'll put my hose cap on and get out the 'tub,'" said he, and forthwith ran into the engine-house, and shortly afterwards out came the "tub." By this time the captain had arrived, and yelled, "Go ahead, No. —!" But the order was not so easy to execute, as the "tub" would not move a peg. The rope had not been removed from the brake of the engine. But even with this trifling difficulty adjusted the engine could not be moved. "Where in thunderation are all the men, captain?" asked the tall fireman, who commenced to yell at the top of his voice, "F-i-r-e! District 3!" This had the desired effect, for soon after some eight or ten members with their badges upon their hats made their appearance, and the "tub" was got under way. By the time they had reached the scene of the fire it was nearly extinguished. However, they were to get a chance of showing their metal, for an engineer made his appearance, and ordered the captain to take the hydrant at the corner of the street and play on the fire. The engine was accordingly drawn up to the side of the street and was left there; the hose carriage was taken to the hydrant and the hose stretched in the direction of the fire by one of the members, while the tall fireman, with one of the patent fire caps on and his cape buttoned close under his chin, exclaimed, "Here, give me the *blunderbuss*." The pipe was given him, and he mounted a ladder which had been placed to a second-story window and screamed with all his might, "Play away, hydrant stream!" After a while the water was let on, and our tall fireman, not liking the smoke, screamed louder than before, "Hold on, No. — hydrant stream!" For some

reason or other the water was not shut off quick enough to suit him, and he let the pipe drop from the ladder, which no sooner struck the ground than it commenced jumping in all directions by the force of the water, wetting the crowd, engineers, firemen and everyone who happened to be within reach. Confusion ensued. "Why in thunderation didn't you turn the water off before?" said the tall genius to the man at the hydrant. "What did you drop the blunderbuss for?" said the captain. "Why," said the tall man, "I was almost choked, and I am going round amongst the hosemen of other companies to-morrow to get a petition signed for more pay for the hosemen. I ain't going to get wet all through and most choked to death with smoke and not get any more pay than you fellows do, no how you can fix it." Then the order came to "limber up," the hose was reeled up, the carriage hitched on to the engine, and the company made tracks for their engine-house. On arriving there the foreman called the attention of the company to a communication he had received from the proprietor of a panorama inviting them to be present on a certain evening. The company voted unanimously to accept the invitation. The irrepressible tall fireman was again to the fore. "I beg to make a motion, Mr. Foreman," said he, "that a band of music be hired, and that we appear in black hats and white shirts, and that all men who have black pants wear them." And this company was said to be one of the most efficient in Boston.

In reading this one is reminded of the fire system of Sweden of 40 years ago. When a fire occurred men passed through the streets beating drums violently, and every house was obliged by law to send a barrel of water, which stood ready in

each court yard. So, too, in Havana, Cuba, where the practice used to be to call the roll of a company on reaching a fire. If every member was not present they could not go to work until all the absentees had arrived. After reading the above, it is a matter of surprise to learn that the then Mayor of Boston, in "orating" on the Boston paid Fire Department, describes it as being composed "of efficient, orderly, indomitably resolute men, whose success was eminently satisfactory. Their fearlessness and indefatigable labors to save life and property command the homage of admiration."

In 1855 the New York Fire Department introduced into use for the first time a new kind of hose, described in the press of the time as "made of hempen strings, knitted and plaited together so close as to be impervious to water." Prior to this, the hose in general use by fire departments was made of leather and rubber, and was very heavy.

The old Volunteer Firemen appeared to have rollicked in all sorts of gayties and festivities; social pleasures of one sort or another were of frequent occurrence, in which the firemen were the guests of honor. Balls, concerts, parties, followed each other so closely as to suggest, at this distance of time, the idea that the fireman's life on ordinary occasions was a very happy and envied one. The old files of local newspapers teem with the poetic effusions of local versifiers, fired with a desire to commemorate in poetry and song the brave deeds of the Volunteer Firemen, some of these odes running to over twenty verses and filling more than a column of the paper. The people realized how utterly dependent they were upon the Fire Department for the city's safety, and evidently felt that no honor was too

great for bestowal upon them. The companies were sometimes the special guests of honor of the Fire Department of Sacramento and of Stockton. Upon such occasions those towns were in gala array, the citizens turned out in holiday attire, and everything that could be done was done to make the visit of the invited company as agreeable as possible. These visits were invariably reciprocated, Sacramento, Marysville and Stockton, in their turn, being invited to San Francisco, where they were fêted and made much of during their brief stay; luncheons, dinners, processions, balls, theater parties, etc., being organized in their honor, all citizens from the Governor down vieing with each other in heaping courtesies on the visitors.

Casual mention has already been made of the old Monumental company. At first its engines were kept under a shed at the corner of Sacramento and Leidesdorff streets, but in 1850 a house was erected for their custody. In 1855 this time-honored house was demolished to make room for an engine-house of more pretentiousness. The alarm bell of this company had quite a local fame in its day. It was cast by Hooper, the celebrated bell founder of Troy, N. Y., and was brought to San Francisco in 1850. It weighed 271 pounds, and was the first bell ever erected in California, excepting the ancient Spanish bells attached to the old Missions. Its tones sounded many a note of sadness and of gladness in its time. It tolled the requiem of the death of the members of the company—of Daniel Webster and of Henry Clay. It pealed its noisy clangor to celebrate the anniversary of Independence, the admission of the State into the Union and the various celebrations of the Fire Department. As the red glare of the fire king beamed across the city it was the first

bell to send forth its warning tones. In the exciting days when the Vigilance Committee held their dread councils, that committee was called together by two solemn taps of this bell. For some time it was the only bell in town, excepting that of the Presbyterian Church at the corner of Powell and Jackson streets. The latter, however, was not hung for a considerable time after reaching here, and was merely suspended sufficiently above the ground to admit of its being sounded by striking it. The first fire for which the Monumental bell was rung was at the burning of the two steamers Santa Clara and Hartford at the end of Long Wharf in 1850. Members of the company were wont to speak of the old bell as their "pet." It is now located, as an interesting relic, in the hall of the old Pioneers. The old Monumental House—pulled down in 1855—was the scene of many a revel. There Bacchus often reigned supreme at the merry meetings. Ladies frequently graced the festive scene by their presence, and many gifts of wreaths and banners adorned the walls of the old building, the handiwork of the fair sex. As already stated, this historical old house was pulled down in 1855, to make room for the new house. The occasion of laying the corner-stone of the new engine-house, which is now the Exempt company's house, was marked by considerable ceremony, and the event took place in the presence of a large number of spectators. Within the corner-stone were placed the following interesting articles and documents: Certificate of San Francisco Fire Department; list of officers of the Monumental Fire Company; members of the Board of Delegates of the Fire Department; description of the position of the various fire companies at the fire on the morning of July, 18, 1855; Constitution of the

Monumental Saving Fund Association; Constitution of the Monumental Fire Company; roll of every certificate member of the Fire Department; full file of the *Fireman's Journal* of San Francisco; California coin, from twenty-five cent pieces to ten dollar pieces; names of officers and members of the Marion Rifle Corps, formerly Monumental Rifles;

was thrown to the winds. Numerous baskets of Heidseick were opened, and all the world invited promiscuously to partake of the hospitality of the company. It was a scene worthy of the Monumentals. There was also placed in the stone a piece of the dog "Boxer's" tail, the famous fire dog of the Monumentals. This at some future time will give rise to



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The fire. "Now, then, with a will! Shake her up, boys!"

copies of all the San Francisco papers of July 18, 1855; one piece of city scrip. Near to the corner-stone was walled up the leaden box formerly placed under the flagstaff, which also contained numerous coins, documents, daily papers and other interesting matters. The corner-stone was laid by Mr. Wm. Neely Johnson. After some speechifying, Mr. Hossefross smashed a bottle of champagne on the stone. The chronicler of the event in the *Alta California* thus proceeds: "All formality

an interesting *tale* by some historians." This year—'55—was remarkable for the number of new engine-houses erected by the different companies.

By the end of 1855 the Fire Department was in a splendid condition of efficiency. For the years 1853, 1854 and 1855 the expenditure of the department was \$105,965, or an average of \$35,321 per year. Previously to these years the losses occasioned by fires reached an estimated total of \$25,000,000 (twenty-five million dollars), whereas

during the three years named, although numerous fires had broken out, the losses were only about \$1,000,000. A comparison made at the time by some local authority showed that the Boston paid Fire Department was costing that city \$85,000 per year, being \$50,000 a year more than the Volunteer Fire Department of San Francisco. Yet during the year 1855 property was destroyed by fire in Boston to the amount of \$1,250,000, more by a quarter of a million than the losses of San Francisco in three years combined. The Cincinnati department, also a paid one, cost the government of that city "over ninety thousand dollars," the losses by fire being \$188,000 in excess of those of San Francisco for one year. In Boston and Cincinnati they had a proper and reliable water supply, whereas San Francisco was not similarly blessed in that respect.

The history of the growth of San Francisco is strangely fascinating. Prior to 1841 it was little more than an outpost of the Hudson Bay Trading Company. Even so late as 1844, Yerba Buena—to call it by its old Spanish name—contained only about a dozen houses, with a population of about fifty persons. In 1846 the Hudson Bay Company disposed of their property and removed from the place. By the middle of that year the population numbered upwards of two hundred. In April, 1848, the rush to the diggings commenced, there being then about one thousand persons in Yerba Buena. In January, 1847, the first printing office was established, and on the 7th of that month the first number of the *Californian Star* appeared. It was published by Mr. Samuel Brannan and edited by Dr. E. B. Jones. This, however, was not the first paper established in California. To Monterey belongs the honor of launching the first newspaper

in this State. It was called the *Californian*, and first appeared on August 15, 1846. Messrs. Colton & Semple were proprietors and editors. Commodore Stockton, however, was the originator of this publication. Even in those early days, when the population of Yerba Buena was less than 500 persons, there were three doctors and three lawyers amongst them.

In 1847 the name of Yerba Buena was officially changed to San Francisco by proclamation under the hand of Washington A. Bartlett, chief magistrate. He afterwards became first Alcalde of San Francisco under the American flag. The town was surveyed and laid out by Mr. Jasper O'Farrell. The plan of the city fronted the cove, and included the Rincon and Telegraph Hills. By a decree of General Kearney in March, 1847, the water and beach lots, lying between Fort Montgomery and the Rincon were sold at public auction, the purpose being to encourage the erection of warehouses and stores. In Mr. O'Farrell's plan the streets were all laid out at right angles with each other, and were 75 and 80 feet wide. At the sale of these lots prices ranged from fifty to one hundred dollars per lot. In 1853 the municipal authorities put up for sale certain other water lots of smaller size, and not so well situated as those disposed of at the original sale. Yet they brought prices varying from eight to six thousand dollars. Four small-sized building blocks alone brought the enormous sum of \$1,200,000. Such is one contrast between San Francisco in 1847 and 1853. The principal part of the town was laid out in lots of fifty varas square. In August, 1847, there had been about seven hundred of these lots surveyed, of which number nearly four hundred and fifty had been applied for and disposed

of. The price was twelve dollars a lot. The conditions of sale were that the buyer should fence in the ground and build a house upon it within one year, failing which the lot and improvements were to revert to the town.

The proceeds of all these sales made up a considerable sum, and saved the necessity of levying municipal taxes for a short time.

At one time there was a municipal regulation by which persons were prevented from purchasing and holding more than a single fifty or one hundred vara lot. The object of this appears to have been to exclude speculators from jobbing in the lots and to insure their speedy improvement by the owner. Means were found to override this regulation, and it was abrogated.

The Plaza, which is now so little affected by the well-to-do classes, was the public square of Yerba Buena. It was on this historical spot, on July 8, 1846, that the American flag was hoisted by Captain Montgomery of the United States sloop-of-war Portsmouth. The Plaza at this time received its name Portsmouth square, by which it is still known.

That same year a party of Mormons arrived in San Francisco from New York. Mr. Samuel Brannan, who afterwards became so prominent as a citizen, was one of their leaders. Disputes ensued between the Mormon people and their leaders, which culminated in a law suit. It was the first jury trial in California, and Mr. Brannan was one of the litigants. At that early period, and before the gold discoveries had been made, the people of Yerba Buena appear to have shown a thorough determination to get the most out of the enjoyments of life. As early as September, 1846, a grand ball was given at the residence of Mr.

William A. Leidesdorff by the officers in the service of the United States and the citizens of the town. About one hundred people were present. Several other festive events came off about the same time, and appear to have been characterized by great enthusiasm.

In August, 1847, the townspeople were beginning to think that it was time that they had some measure of police protection and municipal government. Accordingly a town meeting for the election of six persons to constitute a Town Council was convened. This was the first municipal election in California: Messrs. W. Glover, W. D. M. Howard, W. A. Leidesdorff, E. P. Jones, Robert A. Parker and Wm. S. Clark were elected; the Alcalde chose Messrs. Leidesdorff, Robert A. Parker, Jose P. Thompson, Pedro T. Sherreback, John Rose and Benjamin R. Buckelow as councillors. These formed the first Town Council of San Francisco. The first Alcalde, or chief magistrate, was Mr. George Hyde. His successor was Dr. Leavenworth. Amongst the multifarious duties discharged by this body was included that of taking measures to establish a public school. In March, 1848, this was consummated, and a teacher appointed at a salary of one thousand dollars a year. This was the first public seminary established in San Francisco.

In March, 1848, a great public sale took place by the town of some of its real estate. The preferable lots had already been secured by speculators, at a nominal price, by private arrangement with the Alcalde. The prices obtained did not show much advance in the value of town property, as they averaged about twenty-two dollars and a half each. At this particular period the buildings of all kinds numbered two hundred. There were two large hotels

in the place, besides boarding-houses and saloons; two wharves were in course of construction, and extensive stores and warehouses had been erected. There were twelve mercantile houses established, consisting of agencies of large firms in the East and the Hawaiian Islands. Persons in business were beginning to believe in the future of the town, and more confidence and enthusiasm prevailed.

The year 1848 is memorable for the inauguration of the "California Star Express." It was a private postal system, having a route across the continent as far as Independence, Mo. The passage was guaranteed to be accomplished in sixty days, and fifty cents were charged as the postage on single letters.

The promising state of things then existing in San Francisco was destined to be suddenly checked by means which threw business into disorder and created the wildest excitement amongst the people. Unpromising as this new order of things at first appeared, it ultimately led to the most extraordinary prosperity in the city. This was the first news of the gold discoveries. The townspeople forsook their occupations, seamen and soldiers deserted, labor rose rapidly in value, and soon all business and work, except the most urgent, was stopped by force of circumstances. Gold was the irresistible magnet, and led to a general migration of every class of the community to the El Dorado. Glowing tales of successful miners continued to reach the town, and in the month of May one hundred and fifty residents of San Francisco had left it for the mines. Some there were who abandoned house and business in the hurry and scurry to reach the new field. Soon the place was almost deserted by its old inhabitants. The *Californian* on May 29th published a

fly-sheet apologizing for the future non-issue of the paper. "The whole country," said the paper, "from San Francisco to Los Angeles, and from the sea shore to the base of the Sierra Nevada resounds with the sordid cry of 'Gold! Gold! Gold!'; while the field is left half planted, the house half built, and everything neglected but the manufacture of shovels and pickaxes, and the means of transportation to the spot where one man obtained one hundred and twenty-eight dollars worth of the *real stuff* in one day's washing, and the average for all concerned is *twenty dollars per diem*." All hands deserted the editor, and in the last edition of his paper he simply and sadly remarks that his paper "could not be made by magic," and as every employee was deserting him, and his subscribers were all "on the wing," he was forced to stop.

In July, 1848, the desertions from the army and navy service had become so numerous that Governor Mason issued a proclamation calling on the people to assist the authorities in apprehending deserters. In this year the first brick house was erected by Mellus & Howard at the corner of Montgomery and Clay streets. The brig Belfast also arrived from New York with a cargo of goods, and discharged at Broadway wharf, then just completed. Goods which had been at famine prices at once fell twenty-five per cent, while real estate rose from fifty to one hundred per cent. A vacant lot at the corner of Montgomery and Washington streets was offered the day previous to the opening of the wharf for \$5000, but there were no buyers. The next day the same lot sold at \$10,000.

Within eight weeks after the diggings had been fairly known two hundred and fifty thousand dollars had reached San Francisco in gold dust, and within the

next eight weeks six hundred thousand more. These sums were all to purchase, at any price, additional supplies for the mines. Coin grew scarce, and gold dust soon became a circulating medium. The citizens met, and determined in public meeting that the value of an ounce of gold dust should be sixteen dollars.

By February, 1849, the population of San Francisco was estimated at 2000. People were beginning to flock in, and as no preparations were made for a sudden influx, labor was in great demand at from twelve to thirty dollars a day. Building lots had to be surveyed and streets graded and planked, hills leveled, houses built, and a thousand and one other things had to be done, and done quickly. The sand hills and barren ground around the town were overspread with a multitude of canvas, blanket and bough-covered tents; the bay was alive with shipping; the unformed, ungraded streets were crowded with human beings from every corner of the globe. And everybody was making money and growing rich.

In February, 1849, the steamship California arrived. It was the first of a projected line of coastal mail steamers. The following month the Pacific Mail steamship Oregon arrived with about 350 passengers. Amongst them was Colonel John W. Geary, who afterwards became first Mayor of San Francisco. He had been appointed Postmaster, with powers to establish postoffices and appoint postmasters throughout the Territory, and to establish mail routes, etc.

During the first half of this year San Francisco was rapidly increasing the number of its houses and population. Every day added sensibly to both. The bay was filling with ships, and by the end of July nearly two hundred square-rigged vessels lay at anchor in the port.

Hosts of passengers on these vessels, after staying but a little while in the town, hurried off to the diggings. Gambling was rampant. Saloons arose in all quarters of the town. New towns were springing into existence, notably Sacramento and Stockton. The different religious denominations were beginning to make movements as to creating churches and appointing clergymen, while the Freemasons and Odd Fellows were likewise beginning to take steps to organize. Society was in a state of utter disorganization. There was neither a proper government for the State nor recognized municipal authorities who could protect the citizens and establish order. By the middle of 1849 the population of San Francisco was estimated at 5000. In August, by direction of Governor Riley, the election for certain offices took place. Numerous candidates appeared in the field for the respective offices. A Judge of the Supreme Court, Prefect and two sub-Prefects, First Alcalde and Second Alcalde, and a Town Council of twelve members were elected. As evidence of the remarkable popularity of Colonel Geary, it may be stated that he received the whole number of the total votes polled, over fifteen hundred.

The first money appropriated by the Council was from the purchase of the brig Euphemia which was converted into a prison for the confinement of criminals. This was the first jail established in San Francisco where convicted rogues could be kept in custody. Close by this prison-ship was the old hulk Apollo which was turned into a store-ship, and subsequently was used as a lodging house, and still later as a drinking saloon. In course of time as the water front was extended, and city improvement progressed, buildings grew up around and

beyond the spot where the Apollo lay. In later years it was a strange sight to see the hull of a ship located in the very heart of the city and surrounded on all sides by large blocks of substantial stone and brick edifices. The first municipal appointments by the Council were of a Secretary, City Surveyor, Collector of Taxes, City Physician, Sergeant at Arms, Captain of Police, City Attorney, Sheriff and City Treasurer, all these offices then being in the gift of the Council. The method adopted by the Council for raising revenue was rather a novel one, a percentage duty being charged on the sale of all merchandise and real estate, and heavy license duties were imposed on persons engaged in business. In this way a very large revenue was collected. In this year a Constitution was agreed upon by a convention of delegates which met at Monterey, and the first Merchants' Exchange was projected. Steam navigation was beginning to be adopted in the bay and its upper waters. The Pioneer, the Mint and the McKim all plied between San Francisco and Sacramento. The fares were thirty dollars cabin and twenty dollars deck. Meals on board were two dollars each. This year also witnessed the assembling of the first Democratic meeting ever held in California. It was held in Dennison's Exchange which was afterwards swept away by the first "great" fire. State elections were approaching under the new Constitution, and party politics were beginning to influence the people. At this meeting of Democrats the attendance was so large that it had to be adjourned to the plaza. Col. Geary was chosen as President of the organization, Dr. McMillan and Messrs O. P. Sutton, E. V. Joyce, Thos. J. Agnew, John McVickar, Annis Merrill and W. H. Jones, Vice-Presidents, and Joseph T. Downey, J.

Ross Brown, Daniel Cronin and John A. McGlynn, Secretaries. In San Francisco two thousand and fifty-one votes were recorded for the Constitution and five against it. Over the whole State the votes were twelve thousand and sixty-four for and eight hundred and eleven against. The first State officers, senators and representatives in Congress, first elected under the Constitution, and the members of the first Legislature of California (to meet in San Jose) were as follows: Governor, Peter H. Burnett; Lieutenant Governor, John McDougal, U. S. Senators, John C. Fremont and Wm. M. Gwin; Representatives in Congress, George W. Wright and Edward Gilbert; Secretary of State, Wm. Van Voorhies; Treasurer, Richard Roman; Comptroller, J. S. Houston; Attorney General, Edward J. C. Kewen; Surveyor General, Charles J. Whiting; Chief Justice, S. C. Hastings; Associate Justices, J. A. Lyon and Nathaniel Bennett; State Senators, Gabriel B. Post, Nathaniel Bennett; Assemblymen, Wm. Van Voorhies, Ed. Randolph; Levi Howell, J. H. Watson and J. A. Patterson.

During '49 nearly 40,000 persons landed at San Francisco. Most of these went on to the mines but a considerable number remained at the port; these, augmented by returning diggers, brought the population of San Francisco up to about 20,000 to 25,000 souls at the close of the year. The majority of these were adult males, in the early prime of manhood. Such a thing as a *home* was not to be found, scarcely even a proper house could be seen. Dwellings and places of business were either common canvas tents or small, rough board shanties. Only the hotels, restaurants, gambling saloons and a few public buildings and stores had any pretensions to size, comfort or elegance.

The streets were uneven and unmade, and the continuous and heavy traffic, especially during the rainy season, turned the public thoroughfares into quagmires along which traffic was impossible. Lanterns were indispensable to pedestrians at night time in these muddy streets, and it was quite a common occurrence for a man to sink to his

the people, and seems to have been the life and soul of the place. There were literally hundreds of gambling saloons in the town. In many of these a band of music discoursed popular airs, and well-dressed women dealt out the cards or turned the roulette wheel. Gambling was a regular business; and many followed it professionally and reaped im-



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The ruins. "Take up. Man your ropes."

waist in mud. But these were mere trifles compared to other discomforts, particularly as regards the opportunities for obtaining lodgings. Of lodging houses of a sort there were plenty, and most of the people took their meals in restaurants. At night men had to lie from half a dozen to thirty or forty in one room, on the floor, where fleas and other vermin made things lively.

Gambling at this time was the peculiar feature of San Francisco. It was *the* grand occupation of the great majority of

mense profits. Twenty thousand dollars were risked upon the turn of a card; \$16,000 worth of gold dust was laid upon a faro table as a bet upon one of these occasions. The whole of the eastern side of Portsmouth Square, three-fourths of the northern, and a portion of the southern sides were occupied by buildings specially devoted to gambling. When money was so plentiful and so easily earned, it is no wonder values and prices were high. Rents were enormous. Three thousand dollars a month in ad-

vance was charged for a single store of limited dimensions and rudely constructed of rough boards. The Parker House, a famous gambling rendezvous—subsequently burnt down—on Kearny Street, facing the Plaza, paid its owners one hundred and twenty thousand dollars a year in rents. Of this sum about sixty thousand dollars were paid by gamblers who occupied nearly the whole of the second floor. The “El Dorado,” a gambling saloon, which adjoined the Parker House, and which was only a canvas tent of moderate size, brought its owners an income at the rate of \$40,000 per year. At another corner of the Plaza a small building which might have made a stable for half a dozen horses was used by Wright & Co., brokers, under the name of the Miner’s Bank at a rent of \$75,000 a year. The United States Hotel paid \$36,000 and so on. The interest on borrowed money was rated by the same scale. From eight to fifteen per cent *per month* was charged in advance for the use of money. Niggardliness was unknown. A religious body took the support of their minister on themselves and agreed to make him an allowance of ten thousand dollars a year. Clerks and underlings were treated in the same generous spirit. The main-spring of all this money-making trade was the gold mines. Gold dust paid for all foreign supplies. Millions worth of pure gold in lumps and dust reached San Francisco every month. Yet, strange to say, amidst all these scenes of prodigal waste of money there was considerable destitution and sickness. Public meetings were held to consider the destitute situation of the poor, and large sums were raised for their relief.

The population at this time was strangely cosmopolitan. All races were represented; civilized and semi-civilized; their costumes presenting a curious liv-

ing picture. Scarcely could two men be found dressed alike in this vast motley crowd. While the eye was delighted with the varieties of costume, the ear was confounded by the Babel of unknown tongues. Mail-day at the postoffice was a striking spectacle. Once a month the mail arrived from the Atlantic States. The postoffice was at the corner of Pike and Clay streets, and as everybody was expecting letters from *home* immense crowds gathered round the postoffice. To avoid riots and confusion several regular lines were formed from the delivery windows at the end of which each new comer took his place as he arrived. These lines of people were often so long that hours would elapse before it came to one’s turn to reach the window. The postal facilities for delivering the mails were very inadequate, and sometimes persons would take up a position at the window the preceding evening, and stand all night to be the first served in the morning, often on such occasions to stand in the mud, with a heavy rain pouring down upon them.

In April, 1850, a City Charter for San Francisco was passed by the State Legislature. By it the city limits were extended, and the city was to be divided into eight wards. Its government was to consist of a Mayor, Recorder, Board of Aldermen and a Board of Assistant Aldermen, which two Boards were to be styled the “Common Council,” each consisting of one member from each ward. There was also to be elected by the city a Treasurer, Comptroller, Street Commissioner, Collector of City Taxes, City Marshall and City Attorney, and by each ward two Assessors. The municipal officers were to hold office only one year. In the following month the City Charter was submitted to the inhabitants for approval when it was adopted, and the

first election under its provisions took place. Col. John W. Geary was the first Mayor of San Francisco, having been elected under this charter.

This Common Council soon made itself notorious. One of its first acts of any importance was to pass an ordinance providing for the payment of salaries to themselves and the chief municipal officers. The Mayor, Recorder and some others were to be paid annually the sum of ten thousand dollars each, while the sixteen principal and assistant Aldermen were each to receive six thousand. This raised a storm of indignation amongst the citizens, and mass meetings of protest were held at which the Council's proceeding was described as ridiculous and unjust. An influential committee of citizens was appointed to confer with the Council, and after several stormy interviews and conferences in which great bitterness was shown on both sides, a compromise was effected, the salaries of the municipal officers and the Common Council being fixed at \$4,000.

In August, 1850, the "Society of California Pioneers" was organized. This year also saw a wonderful improvement in the aspect of the city. Notwithstanding the conflagrations which had so often laid in ruins large portions of the city, the buildings in the business quarters were now remarkable for their size, beauty and solidity. The tents and shanties of the previous year had totally disappeared, from the center of the town, whilst in many instances fire-proof buildings had been erected. A great improvement was also observable in the character of the streets, and well appointed wharves were run out into the deep waters of the Bay. During the year 656 sea going vessels had arrived and discharged at the port. Many workshops and manufactories were being estab-

lished, and labor of every description was highly paid. Towards the end of the year serious riots broke out in Sacramento in consequence of certain parties "squatting" upon lands which were held by persons who claimed as purchasers through Capt. John A. Sutter. The legality of Sutter's title was disputed, and out of this dispute an armed conflict arose between the "squatters" and the Civic authorities. Several persons were killed and a number severely wounded. To suppress this rising a company of San Francisco firemen was sent to Sacramento as the only organized body the authorities could rely on. Captain Howard with eighty men and the Protection Fire Company, No. 2, with between forty and fifty men properly equipped and armed with muskets volunteered for duty. This force under Col. Geary departed for the scene of the riots, amidst a salvo of cheers, and good wishes from a vast concourse of people. They reached Sacramento late the same night to find that order was practically restored, and their services consequently were not required. Before leaving Sacramento on their return home they were publicly thanked for their spontaneous tender of assistance. The promptness and decision of Mayor Geary and the citizens of San Francisco had a salutary effect in preventing the occurrence of similar disturbances in other parts of the State. By the end of 1850 immigrants poured into California in large numbers by the "overland" route. According to an authoritative statement made by Mr. J. Neely Johnson, agent for the Sacramento Relief Association, who had just returned from an expedition of relief to the immigrants it was supposed that sixty thousand emigrants had started across the continent by the Northern or "Southern pass" route. On the 18th June 30,000

had been registered at Fort Laramie. About 20,000 had reached their destination, and about 20,000 were stranded at different points along the route without teams, money or provisions. Steps of a practical character were at once taken to provide relief for these unfortunates. Six thousand dollars were subscribed in a few hours in San Francisco.

In the course of 1850 two great political changes had taken place: California had been admitted into the Union, and a city charter, previously approved of by the inhabitants had been granted to San Francisco by the State Legislature. The financial condition of the city was in a very bad state. Large sums of money were raised on script and loan warrants, for the purpose of municipal improvements and to defray the ordinary expenses.

While the record of the successful mining ventures forms an almost continuous page in the history of the early days still there were "wild cat" schemes put before the public even then. One of the most notorious of these was the "Gold Bluffs" excitement. It was noised abroad early in 1851 that some prospectors had made a marvelously rich strike on the sea beach near the Klamath River. Rumor alleged that the sands of the sea, for several miles in extent, appeared to be literally studded with fine gold. A company called the Pacific Mining Company was organized to work this new field and fabulous estimates were published in the press of the probable quantity of gold in this region. The magic phrase "Gold Bluffs" everywhere aroused the cupidity of the people, and startled even the most apathetic. It proved a veritable "fake" and caused much serious loss to those who had been dazzled by the splendid accounts of the richness of the place, and had either

gone there themselves or invested their capital in the Pacific Mining Company. The place was abandoned after a few months' trial, and the whole affair formed a striking event in the progress of San Francisco.

At the end of 1851 the Jenny Lind Theater, which had been completely destroyed by fire was rebuilt on a far grander and more imposing scale and was formally opened with much eclat. It stood upon the Plaza and was a large and handsome structure for those days. It could seat comfortably 2,000 persons. A new era in theatricals had begun in San Francisco, and the most celebrated stars of the theatrical world were glad to visit the renowned metropolis of the West. The "Jenny Lind," however, did not long remain a theater. The following year it was purchased by the town for a City Hall for the enormous sum of \$200,000. The "American" Theater opened about the same time as the new Jenny Lind. It was situated on Sansome street between California and Sacramento streets, and had seating accommodation for 2000 people. San Franciscans were ardent devotees of Terpsichore, and readily lent themselves to the enjoyments of the hour without considering the cost. Gayety and personal dissipation were characteristic features of the city, and all classes of the community were recklessly improvident. In the early days an insult was usually avenged in the same way that "affairs of honor" in France were settled, namely, by a duel. Some notable duels took place between public men in which the result was always more serious than in a time-honored French affair. The principals were usually brave and sometimes desperate men, and generally had a pretty good knowledge of the weapon they handled. In one of these duels David

Broderick—who was one of the most prominent firemen of his day, and who was a United States Senator — was killed. In another, W. Edward Gilbert, senior editor of the *Alta California*, met a similar fate at the hands of General Denver, a State Senator. The cause of all the trouble was certain obnoxious articles that appeared in Mr. Gilbert's newspaper whereupon a challenge ensued. General Denver was a crack shot and made short work of the unfortunate editor.

The custom of dueling had become deplorably common among the higher classes of San Franciscans, and had a very demoralizing effect upon the younger generation. Usually these affairs partook of the character of a gladiatorial combat, as there was no privacy observed on such occasions. Sometimes the event was announced the day before in the newspapers and half the city would flock to the scene of the encounter. The favorite weapons were revolvers, and the combats usually resulted in death or a serious wounding. Personal quarrels which could have been settled by a fistic encounter frequently culminated in "an appeal to arms," and revolvers and bowie knives, or other deadly weapons were made use of without hesitation or compunction. Fatal affrays in the public streets, in the gambling saloons, and in places of public amusement occurred almost nightly and appears to have been regarded as passing incidents in the lives of the inhabitants. Every citizen carried loaded fire-arms, the possession of which often gave rise to many lamentable consequences.

In 1852 Sacramento, which had then become quite an important inland city, was visited by a fire that swept it entirely out of existence. Nearly two thousand buildings were destroyed. The conflagration extended over fifty-five

blocks and rendered seven thousand people homeless. The losses were estimated variously at from five to ten millions of dollars. Great suffering ensued, and to afford at least a partial measure of relief sixteen thousand dollars were collected in San Francisco and remitted to Sacramento. Subscriptions from other sources swelled the amount to \$30,000. Marysville, San Diego and other towns had also been visited by the fire scourge, and it was estimated that during the years 1850, 1 and 2 the State had sustained losses from fire alone of sixty-six millions of dollars.

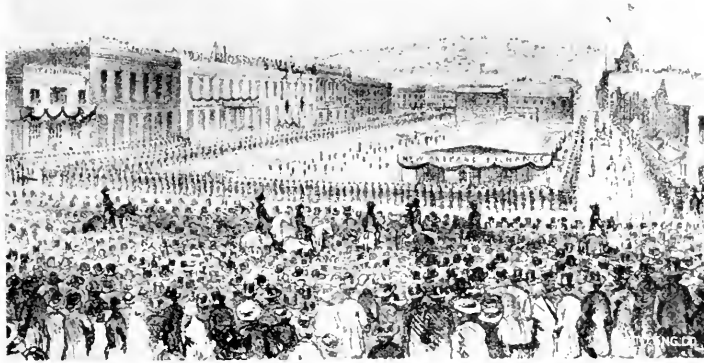
During 1852 the population of both State and city had largely increased. The departures by sea from San Francisco were 23,196. The arrivals were 66,988. The greater part of the arrivals came across the Isthmus of Panama, and round Cape Horn. Upwards of twenty thousand Chinamen helped to swell the above total of arrivals, the Chinese in the State being at that time estimated at 27,000. The overland immigration into the State was also exceedingly great during this year, and was estimated at thirty thousand persons. A fair proportion of the recent immigrants remained in San Francisco, while many who had been working in the mines for the previous year or two with only indifferent success, or who had grown tired of that kind of life, had settled permanently in the city and had gone into business of some kind. From a census taken in 1852, by authority of the Legislature, the total population of the State was 264,435, while that of the county and city of San Francisco was 36,151. By the close of this year a vast improvement had taken place in the aspect of the city. California, Sansome and Battery streets were lined by many additional brick and stone buildings. Front and Davis streets were

formed, and closely built upon by wooden-framed houses. Stockton street was being ornamented with many handsome brick tenements which were intended as private residences for some of the wealthier citizens. Montgomery street, Commercial, Clay, Merchant, Washington and other cross streets were being rapidly covered with substantial and beautiful fire-proof buildings. At the northwest corner of Montgomery and Cal-

ifornia streets a large and imposing edifice of granite had been erected, and was occupied by Adams and Company, express agents, and Page, Bacon and Co., bankers. The stone for this building was prepared in China and put up in San Francisco by Chinese workmen. The property was owned by Mr. John Parrott. Market street was cut through from Battery to Kearny street, while the sandhills at First and Second streets were rapidly disappearing. The newer buildings were characterized by more elegance and substantial comfort, confidence was felt in the stability of the city, and its comparative immunity from fire. The

fire companies were supplied with an excellent stock of engines and other apparatus, and the fire department lacked nothing in effective organization. Water was not plentiful or reliable, but generally there was enough in the many artificial reservoirs to extinguish any ordinary conflagration.

The shops were daily assuming a more splendid appearance. Omnibuses and public carriages plied through the streets



EXECUTION OF CASEY AND CORY BY THE VIGILANCE COMMITTEE, MAY 22, 1856
From a lithograph printed 1856.

and costly and handsome private equipages were frequently seen. The city continued to grow in size, beauty and importance. Its admirable maritime position, and chiefly the determined energy and perseverance of its people were raising it year by year in magnificence and grandeur.

The educated classes were beginning to yearn for literature with which to beguile their leisure hours. To meet this want the Mercantile Library Association was formed in January, 1853, Mr. David S. Turner being first President, and Mr. J. P. Haven, Vice-President. Rooms were secured on the second floor of the

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California Exchange, and the library was formally opened on the evening of 1st of March, 1853.

The anniversaries of the inauguration of the Fire Department were usually commemorated with great circumstance and showing. The firemen paraded with their engines through the streets, and the whole city turned out en masse to admire and applaud them. The pageant of the day was generally succeeded by a visit to the theater at night, in which the firemen were guests of honor.

In April, 1853, the corner stone of the United States Marine Hospital was laid. It was situated at Rincon Point, and when completed was a striking ornament to the city. It was built of brick and was four stories high, and was capable of accommodating 500 patients. This Hospital and the State Marine Hospital sufficiently provided for the wants of the sick in San Francisco at that time. Besides these there were several hospitals of a semi-public and of a private nature.

The Rasette House at the corner of Bush and Sansome streets was this year destroyed by fire. It was one of the leading hotels of San Francisco. It was a frame building of five stories in height. At the time of the fire there were 416 boarders in the house. Several of the inmates were badly burned but not with fatal results. The loss to property was estimated at \$100,000. Owing to the splendid exertions of the firemen the conflagration was confined to a limited area.

The vicious condition of the social side of life in San Francisco was now confronted by a party of reform. A weekly newspaper had been established, called the *Christian Advocate*, whose policy was to bring about an improvement in the morals of the people. It waged an incessant warfare against saloons and houses of ill-fame, and from one of its issues it

seems there were, in 1853, five hundred and thirty-seven places in the city where liquor was sold. Of these forty-six were acknowledged gambling houses, and forty-eight were brothels. There were seven hundred and forty-three bar-tenders in the city. This in a population of less than 40,000, gives an idea of the drinking habits of the people.

On September 22, 1853, the opening of the first electric telegraph in California was celebrated. The line extended eight miles, between San Francisco and Point Lobos, and was erected by Messrs. Sweeny and Baugh, to give early information of shipping arrivals. The following month telegraphic communication was established between San Francisco and Marysville. The length of the line was two hundred and six miles, and was erected in seventy-five days. The rates charged for the transmission of messages were two dollars for the first ten words and seventy-five cents for each additional five words. Before the year came to a close it was destined to be signalized by another disastrous fire, namely the burning of the St. Francis Hotel. This was a famous house in the history of San Francisco and stood at the corner of Dupont and Clay streets. It was built in the fall of 1849 and could have unfolded many a tale that would make one's hair stand on end. In its basement the polls were held of the first State election. In 1850 Mr. W. H. Parker opened the place as a first class hotel. Strange to say it had escaped burning in all the great fires of 1850-1 to meet its end by fire, singly and alone. A lodger named James Coleman, foreman of the San Francisco *Herald*, perished in the flames, and several firemen were severely injured. The press of the day paid a high tribute to the masterly efforts of the Fire Department at this fire.

A striking illustration of the restless and dare-devil character of the motley crowd of people then resident in San Francisco, is furnished by the expedition fitted out in 1853 to make war against Lower California and Sonora or in other words against the Republic of Mexico. Anything that promised adventure — the more hazardous the more inviting — was sure to evoke a hearty response from the bold and intrepid men who formed the bulk of the population. The Mexican province of Sonora had long been reputed to be extremely rich in minerals. To conquer or steal this rich country was a very attractive incentive to men who were not overburdened with scruples. The risks were great but the prizes to be won offered an abundant reward to those who could successfully achieve this object. The leader of the movement was a man named William Walker, said to have been a highly educated and able man. He formed a grand scheme for the accomplishment of his object, and raised money by issuing script, or debentures, redeemable at a high premium out of the first moneys coming to the hands of the marauders in their scheme of plunder. Walker got together about two hundred and forty volunteers who sailed in the barque Anita for the land of promise; a prior contingent having already departed. The Anita safely bore her human cargo to Ensenada, the "headquarters" of the conspiracy. Meanwhile another detachment of these adventurers had landed at La Paz, in the Gulf of California, where they surprised and scattered the inhabitants, and seized the Governor. They hauled down the Mexican flag and hoisted their own, and declared the civil code of Louisiana the law of the land. A slight engagement afterwards took place between the Mexicans and the invaders in which the latter were success-

ful, after killing a few of the enemy. Walker was nominated "President of the Republic of Lower California," and chose his various Secretaries of State, War, Navy and other grand functionaries of the new government. Walker and his party then forsook La Paz and sailed for Ensenada on the Pacific side of the Peninsula, which they reached in due time, where they joined the force landed there by the Anita, and where they remained for some time from a sense of security. Another engagement with the Mexicans took place at La Grulla, near Santo Tomas, where the filibusters were severely handled and a few of them were slain.

News of the doings of this enterprising gang of rascals reached San Francisco in course of time, where it created unusual excitement. The "national" flag of the new Republic was run up at the corner of Kearny and Sacramento streets, and an office was forthwith opened for the purpose of enlisting recruits. More volunteers appeared than there were means of conveying to the scene of action, and the business began to take on the character of an international complication. Nevertheless the authorities looked on calmly and took no steps to prevent the departure of the filibusters. The whole thing was rather regarded as a fine illustration of the go-aheadism of Young America, and moneyed men even advanced considerable sums for the use of the expeditionists.

Col. H. P. Watkins who had commanded the Anita contingent, was appointed Vice-President of the Republic and this martial brotherhood of bravos were actively preparing to make an assault upon Sonora. But dissensions broke out amongst the rank and file and desertions became frequent.

To improve the moral tone of his army Walker caused two of his followers to be

shot, and two others to be flogged. Meantime the San Franciscan journals had been vigorously denouncing this filibustering outrage, and by their constant attacks had stirred the United States authorities to action. A contingent of Federal troops was sent to effect the arrest of Walker and his conspirators, and this was ultimately accomplished. Col. Watkins was tried and convicted of setting on foot a military expedition against the Republic of Mexico, and was sentenced to pay a fine of \$1500. Major Frederick Emory, another of the adventurers, and Secretary of State in the new Republic pleaded guilty and received a similar sentence. Whether these fines were ever enforced seems doubtful as much sympathy was openly shown for the accused. Even Judge Hoffman, who presided at their trial, is reported to have declared from the Bench that he heartily sympathized with them. Walker was not arrested until a later date. Finally, deeming further resistance unwise, he with Howard A. Snow and John M. Jarnigan — his Secretary of Naval Affairs and his Secretary of War — crossed the boundary line, with the remnant of his party, below San Diego and surrendered to the Federal troops. Their fate was similar to that of their co-adventurers who had already been convicted, for which it seems, viewed from the standpoint of today, they had every reason to feel thankful. Thus they managed matters in California in the early days.

In the beginning of the year 1854 great strides were made in the city's progress. The "Express Building" on the northeast corner of Montgomery and California streets was completed. It cost \$180,000 exclusive of the land which was valued at another \$100,000. It was the property of Mr. Samuel Brannan and was occupied amongst others by Wells, Fargo,

& Co., Pollard & Co. and the Society of California Pioneers. The city was first lighted with gas this year, the occasion being celebrated, as usual, by a sumptuous banquet. The first street lamps ever erected in San Francisco were on Merchant street, and were put up by Mr. James B. M. Crooks in 1850, and were lighted with oil. The system was gradually extended until the year 1854 when the San Francisco Gas Company took control. Their price was \$15 per 1000 feet.

The Mint was also opened this year, for business purposes. This year, too, marked a period of commercial depression. No such a depression has the mercantile community since witnessed, but still a depression in commerce having regard to the exceptional prosperity that had gone before.

The effects of increased competition between rivals in business were beginning to be felt; the market was glutted with goods, and prices fell day by day. Several bankruptcies ensued. One great cause of the commercial trouble of this time was the excessively high rentals business men had to pay, and which contributed its share towards the reaction which had set in. In March, 1854, certain town lots called the Government Reserve, were sold and the prices obtained were not regarded as satisfactory.

As early as 1854 the people of the Pacific Coast were looking towards the possibility of a transcontinental railroad. In April, Governor Stevens of Washington Territory addressed a large audience in San Francisco, on the subject of the great "Inter-oceanic Railway." Three routes were already "in the air." A southern route through Texas, a central route through Utah, and a northern route from Puget Sound. Governor Stevens was a strong advocate of the last named

route. During this year considerable alarm was created by the falling in of a portion of the U. S. Bonded Warehouse at the corner of Battery and Union streets. Several mishaps of a like nature occurred about the same time which drew public attention to the generally inferior character of building materials, and to the supposed frail condition of many of the most apparently substantial structures in the city. It was found that in numerous instances the brick, lime and lumber employed in building was of an inferior quality. But the most serious part of the business was the discovery that the sites upon which the houses had been erected were of a shifting and treacherous nature. Nearly all the houses below the line of Montgomery street had been built on land which a few years before had been the bed of the sea. Accordingly a "settlement" would occur in the walls and the safety of the house become impaired. This gave rise to the idea of building a sea wall, which was carried out some years later.

In May, 1854, the Lone Mountain cemetery was solemnly dedicated as a place for the interment of the dead. In the days of Mexican regime, when the inhabitants professed no faith but that of Mother Church, the dead were buried in the churchyard of the Mission. The population was then scanty and deaths were rare. But when the great rush of new arrivals set in and deaths were numerous, the disposal of the body — often that of a perfect stranger — was not always regarded as a matter of much consequence. Sometimes the body was borne up to Russian Hill, on the summit of which was a small unenclosed space that once served as a burying ground for the Russian settlers; sometimes on Telegraph Hill; very often the deceased was buried near the place where he died. At

a later date a piece of ground was used at North Beach as a regular graveyard, but it proved to be too far away. In February, 1850, the Council set aside a large tract of land, near to the Mission as a public burial place and called it Yerba Buena Cemetery. But the distance was a hindrance, as in many instances the deceased was without means, and often without a friend. Prior to 1850 nine hundred and seventy interments had taken place at North Beach, Happy Valley, Telegraph Hill and Russian Hill. From the beginning of 1850 to June, 1854, the total deaths had been increased by an additional 4800, the interments taking place at Yerba Buena, at the Catholic ground, at Mission Dolores, and the Jewish cemetery. The situation of the Lone Mountain cemetery was in every way more suitable and convenient, and became the last resting place of the mortal remains of the majority of those who died after 1854.

A curious survival of the mercantile customs of the early days is that of "Steamer Day," or as it is called now-a-days "collection" day. The custom originated through the need of the pioneer merchants of San Francisco to collect all the ready cash they could get in in order to meet their pecuniary obligations to their Eastern creditors, and remit the amount of their liabilities by the outgoing steamer. Money must be had for steamer-day. This was essential to the merchant's honor and his continuance in business. At the beginning and in the middle of every month the merchant had to make provision for the discharge of these liabilities. Accordingly he had to "raise the wind" by hook or crook to be ready for the occasion. Cash bargains were hurried through, often at a sacrifice. Every means were taken to collect the necessary sum. Besides

which numerous business letters must be answered, account sales made out, new orders sent, the markets described, all before the close of the mail. Steamer-day was always an occasion of eagerness and excitement. Intending voyagers from the mines and interior towns filled the city; San Franciscans returning to the East hastily put the finishing touch to their arrangements for leaving; all



Wm. B. Firman David Scannell Chas. McCann
A GROUP OF PROMINENT FIREMEN

was hurry and bustle until the gun of the departing steamer was heard, announcing that she was off. The mail boat for Panama used to start from Pacific street wharf. There was also an opposition line which took the Nicaraguan route, and berthed at Jackson street wharf. Steamer day was the event of the month, when half the city flocked to the water front to witness the departure of the mail-boat. This was the origin of "collection" day as it is now known.

The number of hotels, restaurants and

boarding houses with which early San Francisco was so plentifully endowed have been incidentally referred to in these pages. The great mass of the inhabitants had no other home, and were accustomed to live in the hotels and boarding houses. The first hotel deserving the name was erected in 1846 at the southwest corner of Clay and Kearny streets. This was the City Hotel. It was a long, one-story adobe building, with a veranda running along the entire Kearny street front. It became a famous resort for miners and was a notorious gambling house. The St. Francis was built in 1849 and was the fashionable house of the day, being the resort of the elite of San Francisco. Both these hotels were destroyed by fire. The first really substantial and well-appointed hotel of the city was the "Union." This was a four-story brick building on Kearny street between Clay and Washington streets. In building and furniture it cost a quarter of a million dollars and redounded greatly to the pluck and enterprise of Messrs. Middleton, Selover and Joice, who projected, built and owned this splendid hotel. It also suffered the fate of the two previously named hotels. Several other hotels followed the building of the Union, amongst them being "Jones" the "Oriental," "Wilson's Exchange," "Rassette House," etc. All of them at one time or another were swept away by fire. These were the principal hotels of the place in the early fifties. The most notable restaurant of the day was the "Fountain Head." It was conducted on the strictest temperance principles, and did an enormous business. Mr. Winn, the conductor and proprietor, was a forty-niner. He is said to have landed in San Francisco without one cent in his pocket. But he possessed the secret for making good, wholesome candy, and with his

own hands wrought all sorts of delicacies in sweetmeats. These he carried through the streets upon a tray, crying "California candy. It has n't come round the Horn, nor across the Isthmus, but is made in your own city." Thus he began business. His success was rapid, but he shared the fate of all pioneers, he was burnt out. According to the San Francisco *Commercial Advertiser* of April 6, 1854, the famous Fountain Head was started in July, 1851, after the proprietors had been burned out twice. In 1853 Mr. Winn opened the "Branch" and ran these two places together, three thousand customers entered daily. He had 100 waiters at \$90 per month and board. His meat bill was \$8,000 per month; flour, \$4,000; milk, \$2,000; sugar, \$3,000; rent, \$54,000 a year; improvements, one year, \$31,000. In five months paid \$28,000 for ice and eggs. Sold 1,500 glasses of ice cream in one day. This was in July, 1853. His receipts averaged \$2,000 per day.

The prices for a meal were upon the same high scale as everything else. At the commonest eating-houses an ordinary meal would cost from one to three

dollars, whilst at such establishments as Delmonico's, the Sutter, Irving, Jackson, Franklin or Lafayette House, a dinner for a single individual ranged from five to twelve dollars. A roast duck cost five dollars, a fresh egg, one dollar, a potato, the size of a walnut, twenty-five cents.

Of public amusements the old-timers had no lack. The gay populace wanted fun and frolic and plenty of it, and entertainments of every variety and complexion were constantly in evidence. The members of the different companies of the Volunteer Fire Department were the most active spirits in the organization of these amusements, and always gladly lent their individual aid and the patronage of their companies in the promotion and furtherance of any movement calculated to heighten the festivities at any public function. At concerts, balls, picnics, theater parties, parades, banquets, etc., the familiar red coat of the "Old Vamps" was everywhere seen, whilst the wearer could be safely relied on to do all things necessary to uphold the all-round reputation of the firemen for their sociability, generosity and worth as citizens and firemen.



BIOGRAPHICAL SKETCHES OF SOME PROMINENT MEMBERS OF THE EXEMPT FIRE COMPANY

WILLIAM S. O'BRIEN.

William S. O'Brien was one of the argonauts of California who was destined to forcibly impress his individuality on

and, rounding Cape Horn, arrived in San Francisco on the 6th of July, 1849. Shortly after his arrival he entered into partnership, in the liquor business, with



WILLIAM S. O'BRIEN
Foreman California Engine Company No. 4. 1855-56

the infant commonwealth. He was a native of Ireland, and was born in the year 1826. As soon as the news of the great gold discoveries reached his native place he took passage for California,

the late J. C. Flood, under the firm name of Flood & O'Brien. The later connection of this firm with the development of the Comstock lode, from which they accumulated millions, is known to

the civilized world, and the names of Flood, O'Brien, Mackey and Fair, the Bonanza magnates, are household words in California and Nevada.

Mr. O'Brien was one of the early members of California Engine Company, No. 4, and served as foreman in 1855-56. He died at San Rafael on the 2d of May, 1878, aged 52 years, and just in the prime of life and usefulness.

EX-CHIEF OF POLICE I. W. LEES.

The State of California has received the benefit of a complete local history, written by a man who was competent to deal with the complicated record of the United States. But that history would have been imperfect if it had not shown the close relation to the public of Isaiah W. Lees, the subject of this sketch. His name, his achievements and his influence are thoroughly interwoven with the marvelous story of Western progress and development, and his position is so unique and so fixed that he will not be seriously affected by his voluntarily retirement into private life.

And yet Captain Lees, recently entitled to the distinction of Chief Lees, has not been engaged in financial, commercial, manufacturing, agricultural or any producing or distributing occupation, but has gained his altitude among men through a prolonged connection with a police department. This is unusual, in fact, unprecedented. During the fifty-one years of his residence in San Francisco hundreds of police officers have worked and died whose names are hardly remembered. Even detectives, who have frequent opportunities of attracting public notice, with a very few exceptions, have remained obscure, and when their labors ceased have been speedily forgotten. But Captain Lees is known, appreciated and respected, not merely in the city,

the State and the nation, but throughout the world. It is doubtful whether there is a city or town of any size in Christendom, at least, where a letter from him would not be promptly recognized.

There must be some reason for this obvious predominance of a police officer on the western coast of the United States, and perhaps the true solution may naturally arise from a compressed statement of the facts of his career. He was born November 25, 1830, in Lancashire, England, and came from sturdy and ancient stock. His parents removed to New Jersey, where he received a substantial American education and acquired a trade. Fired by the enthusiasm over the discovery of gold near Coloma that speedily collected in California the most notable aggregation of brains, energy and determination that history presents, on December 30, 1848, he sailed from New York for Vera Cruz, and then crossed Mexico to San Blas, when he finished his journey to San Francisco, arriving here April 6, 1849. For more than fifty-one years, therefore, he has been a permanent resident of this State. He had a brief experience in the mines. For some time he was in the tug business, he worked at his trade with James Donahue, the founder of the Union Iron Works, and on October 28, 1853, was appointed an officer in the San Francisco Police Department. On December 5, 1854, he was promoted to an assistant captaincy, and in July, 1857, became captain of detectives. He retained this rank until April 7, 1897, when he was promoted Chief of Police, and on January 2, 1900, in the full possession of his physical and mental strength and of his accumulated knowledge and experience when the new Charter went into operation and the Police Commission under which he served so long was superseded, from a

sense of duty and at his own request he was retired on half pay. He had thus continuously served the municipality of San Francisco for more than forty-six years, and had filled the longest term known in any police department, cer-

and other solid citizens in the organization, under the volunteer system, of California Engine Company, No. 4, which rapidly became noted. These gentlemen erected an engine-house, at their own cost, at the intersection of



EX-CHIEF OF POLICE I. W. LEES

tainly on this continent, and probably in the world. Roger O'Meara of Pittsburg is the next in order to Captain Lees in the length of his service, which has extended to thirty-five years.

As early as October, 1850, Captain Lees joined the late William T. Coleman

Market, Battery and Bush streets, and they purchased a fine engine, for which they paid four thousand dollars. Captain Lees afterwards became foreman of this company, and he also served in the Board of Delegates for the Fire Department. On the list of Exempts he is the first member.

This short recapitulation of facts covers the most important period of the growth of this commonwealth of the United States, and indeed of civilized nations. Beyond doubt the biography of Captain Lees will ultimately be written and the details of his career brought together in ample form. The purpose of this sketch, however, is purely suggestive and its length necessarily circumscribed. Its immediate object is to show how a forceful individuality has hold in the case of Captain Lees. He was married in 1850 to Miss Jane Fisher of Paterson, New Jersey, and has two surviving children, a son and a daughter. He gave hostages to society at an early age, and in his whole life there has been no backward step. He is an example among the millions of failures of uninterrupted advancement. And thus he has endowed his family with a priceless and enduring treasure.

Captain Lees owes his reputation and standing to a remarkable physical and mental combination. He is muscularly strong, as many a dangerous criminal can attest. He possesses extraordinary energy and vitality. His eye is as bright to-day as in his early manhood. But he possesses also a broad, intensively active and thoroughly disciplined intellect, in which reflection and perception are balanced. As a judge of men he is unsurpassed. It is next to impossible to deceive him. He looks a man through and through. Nevertheless, while full of executive force, he never acts upon impulse. There is a definite and studied purpose in everything he says or does. He is utterly fearless, but absolutely prudent. No apparently trivial fact or circumstance eludes his observation, and yet established rules and principles are ever uppermost in his thoughts, and are rigidly applied. He has the rare faculty

not only of penetrating individual cases, but of devising systems. At large expense to himself, he inaugurated the plan of photographing criminals, accompanying the likeness by a register of identification. This original plan was copied throughout the Union and elsewhere, and maintained for many years. The Bertillon system, which is now almost uniformly adopted, in no manner detracts from the inventive ability of Captain Lees, which, like all other proofs of intelligence, led to further improvement. The Police Department of San Francisco now has 40,000 portraits of criminals, which it owes to its late Chief, who was not only respected, but beloved by his subordinate, and whose friendship for all his predecessors was chivalric and reciprocated.

Captain Lees never fell into provincialism. He visited Eastern cities and European capitals and gathered information, which he digested and used, from every available quarter. He displayed his organizing ability in so many directions that it would be tedious to enumerate them. Successive Grand Juries observed the perfect system of book-keeping through which police complications were simplified and the useful changes he succeeded in establishing in police court records.

But he is most widely appreciated for his great success in unraveling criminal mysteries. It would be foreign to the purpose of this sketch to particularize the long catalogue of noted cases, in which through untiring industry, unflinching acumen and inexhaustible patience, Captain Lees has run to earth many of the most noted criminals of modern times. But the fact is, and will be, generally acknowledged that both in Europe and America no man has excelled or perhaps equaled him. An ordinary detective

frequently acquires a local reputation by his skill in following evident clues to the perpetrators of crime. But in those larger operations in which Captain Lees has been engaged much higher capacity is essential. In fact, he has manifested the qualities of a diplomatist and a soldier, and has even attained to legal knowledge beyond the acquisitions of many practitioners. Thus his fame has been spread far and wide, and he stands as high in London or in Paris as he does in San Francisco.

Captain Lees always keeps his word, and his integrity is unassailable in any quarter that commands public confidence. The Police Commission, the Police Department, the Merchants' Association, numerous other bodies and private citizens of the highest respectability, on his retirement, united in such expressions of confidence and esteem as have rarely been voluntarily tendered to any public officer when he had surrendered his position. Even in these days, it is a noteworthy fact that a succession of triumphs such as have filled the forty-six years of the official labor of Captain Lees could not have been accomplished without the exercise of high moral qualities. His simple promise, wherever he is known, and practically that is everywhere, would have the binding force of a written obligation. He could not be induced to prosecute the innocent or to shield the guilty. His keen sense of justice has saved many a citizen to the State. On the other hand, no pressure has ever dislodged him from his altitude of uncompromising hostility towards hardened criminals.

Captain Lees has a modest competence, which is the fruit of his prudence and sagacity at a time when many citizens were profuse and reckless. In 1852 and 1853, having made and saved money, he in-

vested in real estate, the rise in which is the source of his small fortune. But he has never speculated or traded upon his relation to the Police Department; on the contrary, when interested in investigations he has freely expended his own money. These are truths well known to all with whom he has been intimately associated.

He is a member of the Society of California Pioneers and of other bodies of equal strength and respectability. He is a lover of books, and, in view of the unceasing activity of his life, the extent of his definite and precise information is surprising. His private library is large and extremely well selected.

There are few careers of which so much could be appropriately written. This, however, is no place for elaboration. It is enough to say of any man that he has stood the test of a scrutinizing people for nearly half a century, that he has won the highest place in the profession he chose for himself, and that, when at a ripe age, he closed his connection with an important municipality, his retirement excited general regret and he was awarded the tributes due to high intelligence, to lofty integrity and to unbroken success. Such has been the good fortune of Captain Lees.

JAMES S. WETHERED.

Mr. Jas. S. Wethered was born in Baltimore, Md., March 24, 1824. Descended from an illustrious ancestry, themselves the founders of the ancient commonwealth of Maryland, it was in later years with pride that he could say he too had been one of the founders of a glorious State on the shores of the Occident. His paternal grandfather, John Wethered, was an extensive real estate holder owning large plantations, and his father, Lewin Wethered, a heavy im-

porting merchant of dry goods in the flourishing city of Baltimore. He was born on one of his own estates on the eastern shore of Maryland and known, honored and respected as one of the leading men of his State. James S., his youngest son and the subject of this notice, was educated at a Baltimore school and at the Alexandria Academy in Virginia. When sixteen years of age he entered the wholesale commission house of O. C. Tiffany & Co. in whose employ he remained for three years. When expressing a desire to do business for himself and to enter the Santa Fe trade with his cousin, his father said: "My son, having every confidence in you and your ability, I will pass to your credit the same amount that I did to your brothers on their twenty-first birthdays." With this sum James started in the early spring of 1844 across the Alleghany Mountains to Pittsburg with an assorted cargo of goods bound for the far off marts of Chihuahua and Santa Fe, an enterprise at once hazardous and dangerous, but young Wethered was fond of adventure and knew not the meaning of fear. He took with him some sturdy young assistants, fifteen in number, and had several severe encounters with the Indians, but the trip was most remunerative and he repeated it with even better success. On this last trip the party encountered the savage and warlike Comanches and Pawnees and had a terrible fight. One of Wethered's men was killed and one severely wounded. This party of resolute teamsters commanded by a mere youth, had to guard eight heavily freighted prairie schooners, drawn by obstinate mules, among which were some very fine animals, one of which Mr. Wethered became very fond, and several years later was recognized by the animal, which was one of an army team, stand-

ing on Montgomery street. The animal reaching out his head to rub his nose against his old friend attracted Mr. Wethered's attention, when he at once recalled the faithful creature and looking for his brand, was at once assured it was one of his favorite mules. It had come across the continent with some army train. Mr. Wethered said he actually embraced the animal. On his return from the last



JAMES S. WETHERED

trip to Mexico, and still longing for adventure and travel, he was induced to take a one-fourth interest in a vessel loading with merchandise for the Spanish main. Mr. Wethered selected his own one-fourth of the cargo and wishing to take a trip around the world, to visit en route his sister, the wife of the Hon. D. M. Barringer, then Minister Plenipotentiary to Spain and living in Madrid, decided to become himself a passenger on the same vessel leaving Baltimore in Dec., 1847. There were many stops and delays on the passage, making sev-

eral different ports, but on leaving Valparaiso they went direct to Honolulu, and from there to San Francisco, arriving there August 7, 1848, the ship on which he had made this long and eventful trip being the packet ship Rhone, Capt. Hill, master thereof. Here they learned of gold having been discovered some months previously. Mr. Wethered disposed of his assorted cargo at immense profits, and desiring to experience gathering gold himself fitted out a party of laborers at the expense of eight thousand dollars and started for the diggings. By the time he had reached Sutter's Mill all but four of his men with their tools, ammunition, etc., had deserted him. Here Mr. Wethered averaged \$108 per diem; having himself dug \$4,000 in nuggets he was sufficiently satisfied and returned to San Francisco. He loaned on good security a portion of the product of his cargo at the rate of sixteen and two-thirds per cent a month for six months and, leaving the papers in the hands of Edward Harrison, then Collector of the Port of San Francisco, he shipped the remainder of his gold dust by the U. S. ship Lexington, Captain Chatard in command, bound via the Horn for New York. At Valparaiso Mr. Wethered took passage on the English steamer to Callao, thence to Panama and on to New York. He was an indefatigable worker and on his arrival in the States immediately loaded a vessel with just what things as he knew were most desirable in the new country, sending out many luxuries, all of which brought immense profits. He soon found himself again in California where he was elected on the Whig ticket to the first Legislature. Of course, reverses came in time and losing heavily by the terrible fires of 1850 and 1851, whereby he was deprived of an income of \$500 per day, but he was in no way discouraged or disheartened.

He was the bearer of dispatches to South America from President Taylor and U. S. Senator John M. Clayton.

He forwarded official documents to Chili, Peru and California. When going to Mexico in 1845, he bore dispatches from President Buchanan, signed July 16th of that year. He had the Hawaiian Vice-Consul, at San Francisco, dated October 25, 1851. He was an active member of the Vigilantes, who seized Whittaker and McKenzie, and hung them for their crimes. He was a life member of the Pioneers, and was a director and influential man in that Honored Society.

In June, 1850, Mr. Wethered with George H. Hossefross, John L. Durkee and other prominent Baltimoreans, organized the famous Monumental Engine Companies, No. 6 and No. 7. The company was composed of wealthy and prominent men from Baltimore, and soon became the largest and most popular company in the city. The company, with the active assistance of Mr. Wethered and others, became possessed of the finest hand engine in the country. In a competition at Sacramento she threw a stream of water with 1½-inch nozzle 229 feet and 8 inches. The grand banquets and glorious social events of the justly beloved "Monumental, No. 6," which frequently happened in those stirring early days; are a part of the history of the city and will never be forgotten. The most famous men of the day were members. It was, in fact, esteemed a high honor to be known as a follower of "Big 6."

To those he liked, Mr. Wethered was one of the most devoted and warmest of friends. He was a man of high honor, and would never allow any one to attack his character. He fought on the duel field and more than once made his antagonist wince and feel the keen edge of his cold steel.

In common with all great historic eras "the days of '49" will not be wanting in great personalities, men whose strong character and symmetrically rounded greatness appear as the controlling moving spirits of the time; men to whom were committed the great parts of the actual drama as the great parts on the stage are committed to the highest genius; and among these the name of James S. Wethered will take rank second to none.

He entered the Custom House as weigher and measurer, which office he held for a year. From 1851 to 1860 his interests were mostly in patents and mining matters and during this interim made several trips to the East, but always hastened back to his beloved State. In the latter year he married Miss Mary J. Woodworth, youngest daughter of the poet, Samuel Woodworth, whose name is immortalized by his beautiful poem, "The Old Oaken Bucket." Mrs. Wethered arrived in California in 1868 in company with her sister and mother who came here to join her sons Selim E. and Frederick A. Woodworth and establish a home for them which for many years was noted for its brightness, its broad hospitality and the brilliant and intellectual coterie wont to assemble there. In that home on the first of January, 1857, Mr. Wethered first met his future wife, avowing as he left the house, to the friend who had introduced him "that girl is to be my wife if it takes years to win her." In August, 1860 they were married going directly to New York, where Mr. Wethered engaged in business and resided the greater part of the time till 1886. In the meantime two children were born to them in Baltimore and two in New York. During this interval the family made several trips to California and spent several years in Europe. In 1886 all returned to California to establish the home in the State

"so dear to heart" of Mr. Wethered. His was a most loving and lovable nature ever ready to aid the unfortunate, broad-minded, and hospitable to a fault, a chivalrous and courteous gentleman of the old school and the most loving and devoted of husbands and fathers. It was ever his prayer that he might die suddenly or unconscious so as to be spared the agony of parting with his loved ones, and his prayer was answered when the end came on the fourteenth of January, 1900, as he passed from a beautiful sleep to the world beyond, beloved and lamented by all who knew him. His remains were cremated, according to his desire frequently expressed. He repeatedly remarked during the last years of his life that there was not one day of his existence that he would not gladly live over again. Mr. Wethered leaves a widow, three daughters and one son. His daughters are Mrs. Henry F. Martinez, Mrs. Selim E. Woodworth and Mrs. E. T. Kruse. His son, Woodworth Wethered, served his time at the Union Iron Works, where he became an experienced mechanical engineer and master mechanic and has just organized the Globe Engineering Company of San Francisco.

ADOLPHUS G. RUSS.

Filled as the records of the first faint dawn of civilization in California are with the deeds of men which to us, at the end of the century, seem incredible of accomplishment, we find none of these more pregnant with an unending current of great achievements than the life of Mr. Adolphus G. Russ, the pioneer of 1847, the Exempt fireman of nearly fifty years standing, and the great capitalist and promoter of the prosperity of the city and State. Born in Germany in 1826, he was brought over to this country by his parents at the age of eight years, and arrived in New York in 1835. Im-

bued with a restless and adventurous spirit, he enlisted with Colonel Steven-son's regiment, destined for service in California on the outbreak of the war with Mexico, and set out from New York with his regiment for this then unknown land. The ships Loochao, Thomas H. Perkins and Susan Drew conveyed the regiment here. They came via Cape Horn, and Mr. Russ enjoyed the honor of



ADOLPHUS G. RUSS

being the first man of his ship's company to sight land on rounding the Horn. After a perilous voyage and a narrow escape of running on the rocks in rounding the Horn, they reached Yerba Buena in 1847. The men of this regiment had been specially selected for their knowledge of some trade, with the ultimate design of colonizing California. Nature had not then revealed her wealth to the eye of man, and the unexplored regions of the vast West offered poor inducements to the intending settler. From

the moment of his arrival Mr. Russ threw his whole soul and energy into the development of this terra incognita. How well he has succeeded is an imperishable portion of the history of San Francisco and the coast. He was one of the earliest members of the first Fire Department, having been a member of Empire Engine Co., No. 1, of which the late Senator Broderick was the first foreman. He was at all the great fires of 1850 and 1851, and lesser fires in subsequent years, and more than once narrowly escaped death, more particularly on one occasion, by falling timbers striking his helmet hat. He kept a grocery store at the corner of Pine and Montgomery streets, which escaped destruction by fire by the narrowest margin, and owing mainly to the heroic efforts of Mr. Russ himself to save it. In those days business men did not carry insurance, for the reason that there was no fire insurance company here. In all the great fires that devastated the city in 1850 and 1851 he was never burnt out, though he had several escapes. In one, however, he lost \$2,000 through having some valuables which he had placed in a bag for safety stolen during the fire. He witnessed the rebuilding of the city on each occasion after the six great fires, and himself erected the first house south of Pine street. During all those years Mr. Russ, apart from his business, gave all his time and attention to fostering the growth of the city and State, and many of the most conspicuous landmarks of the present day are due to his foresight and enterprise. The most lasting monument to his memory is the renowned Russ House, one of the most famous and popular hostleries of the West. Here have been entertained for nearly half a century the most celebrated personages, men and women, who have visited this city. In

the registers of the Russ House are to be found the names of distinguished authors, actors, capitalists, in fact, every profession and calling, and hailing from every part of the world. Besides the Russ House, Mr. Russ owns and controls some of the most valuable city property in San Francisco. Although he has reached a ripe old age, he is still active in business, and always finds time to give his younger friends a word of seasonable advice and encouragement. Of his numerous kindnesses and benefactions it would be useless to speak. Those who see the benevolent and familiar face of the aged pioneer at his desk in his office under the Russ House have grown so accustomed to look for him when they pass that if by chance he should be absent for a day they feel anxious for his return. Such is the peaceful and happy evening of a life devoted to all that is good and progressive.

COLONEL A. ANDREWS.

No one could find a subject more replete with the elements of romance than the life of Colonel A. Andrews, the polished man of the world. Step into that palace of gems in the Russ House and be introduced to its erect, handsome-looking proprietor. His sturdy appearance, full of strength and activity, shows that he enjoys the pleasures of good living; courteous and pleasant to all, he is a fine specimen of the true gentleman of the rare old type.

Colonel Andrews was born in 1826 and has just passed his seventy-fourth birthday, but no one would imagine he was more than fifty years of age from his appearance. His father was a corporal in the French army and served under the First Napoleon, and after his defeat went to London, where the colonel was born. After his father's death, his mother re-

moved to America and located in New Orleans, where he attended school. At the age of twenty, Colonel Andrews, inheriting his father's love for the soldiers, volunteered in the Mexican war under General Scott. From first lieutenant he was soon promoted to a captaincy, having command of Company A, 2d Ohio Regiment. His record as a soldier is one of which any man might well be proud. He was specially commended for gallantry in the field by his Commander-in-Chief, and Captain Andrews was in many ways honored by his superior officers.

In 1849 he started for California, and became associated with Mr. A. Hiller and opened a jewelry store in Sacramento and built up a large and profitable business, but the great fire of 1852 destroyed their entire stock and left them in debt \$60,000, with no assets. With fresh courage he soon made another start, and opened in the Haggin and Tevis block in Sacramento, a splendid jewelry store, and in less than two years the firm was out of debt, with \$180,000 in coin in the bank. It was in those early days that the Colonel achieved great distinction as a fireman. He was one of the leaders of Sacramento Engine Co., No. 3. He was foreman of the company when the big fire of July 13, 1854, occurred.

The Colonel was elected foreman of the company on the 12th of July, 1854, and the fire started the next day, the 13th inst. He took a trip up to Hangtown, or Placerville, and came down on the night of the big fire. This company did such excellent work on the occasion of that destructive conflagration in their untiring efforts to save property that Messrs. Haworth Eells & Co., on July 17, 1854, sent the company a check for \$200 as a small token of their thanks to the firemen. Colonel Andrews, as foreman, in acknowledging the receipt of the

check, said: "I can assure you that your noble generosity in making this voluntary gift is duly appreciated. Such commendation cannot but be gratifying as an evidence that in the hour of peril the company discharged its whole duty."

The big fire of November 2, 1852 which was the day of election for Governor, started on J street between 3rd and 4th streets at Mrs. Lannis' millinery store,



COLONEL A. ANDREWS

and destroyed everything Colonel Andrew's possessed. But this did not prevent the generous-hearted gentleman from presenting a massive solid silver trumpet, weighing over seventy ounces, to the fire department. It was most elegantly chased and embossed with various designs, including the fireman's coat of arms. A more appropriate tribute to those who risk so much voluntarily in the public service could scarcely be rendered. Col. Andrews in presenting the trumpet complimented the firemen and

said, "We have witnessed with pride the noble conduct which since the terrible conflagration of November 2, 1852, has signally marked the Fire Department and having more than a common interest at stake in this community it has occurred to us as proper to bestow upon the Department a slight emblematic token of our esteem in the shape of a silver trumpet, etc." Colonel served as a member of the Board of Delegates of the Fire Department, and was a very popular man with all the members of the various companies in Sacramento. In fact, he was urged to become Chief Engineer of the Department, a position he was eminently capable of filling with credit to the city.

It requires rare qualifications of mind and body to fill this responsible place, Chief Engineer of a numerous and efficient department. Raging and destructive flames resemble somewhat the surging columns of the battlefield, and the dangers and control of the one do not differ widely from the other; and to command in either with promptness and success a clear eye, accurate, decisive judgment and a fearless confidence is requisite. In making a selection the determined preference of the gallant Foreman of No. 3, Colonel Andrews, was highly acceptable to the members of all the companies whose acquaintance with him enabled them to attest his competence and efficiency. But unfortunately his business interests precluded the possibility of his accepting the high honor and he withdrew his name, declining the position. After the second large fire in 1854, Colonel Andrews went out among the merchants and collected over four thousand dollars and rebuilt No. 3's Engine House.

In 1862 on the 21st of October he sailed for Gyaquil and passed through

a series of exciting and interesting experiences. In that year the Colonel enjoyed a very extensive and lucrative business in Chili and Peru. In Callao he conducted an enormous trade in the export of flour and grain from that port. In Santiago on December 8, 1864, occurred that dreadful calamity, the burning of the Jesuit church. Nearly three thousand persons were roasted alive or trampled to death in their frantic efforts to escape. To the heroic daring and almost superhuman efforts of Colonel Andrews and a few other Americans many of the survivors of that appalling catastrophe are indebted for their rescue from a tragical death. Thomas H. Nelson, American Minister of Chili, Colonel Andrews, Harry Meiggs and two others rendered such invaluable services as to call forth public recognition of the same from the United States Senate. That illustrious body passed a resolution of thanks to their countrymen which was duly forwarded by Secretary of State Seward to the American Minister at Santiago. When Colonel Andrews returned to San Francisco he opened the celebrated and justly famous "Diamond Palace," which has been adjudged by all tourists as the most perfect of the kind in the world. A brief account of the wonderful place may not be amiss. Its floors are of marble, the walls are composed of French plate glass mirrors separated by elegant ebony and gold pillars. The ceiling is arched and is painted and decorated in the best art of the scenic and fresco painter. The panels are decorated with full length oil portraits of scriptural and other sources. But the chief beauty lies in the fact that the ornaments of these figures are set with real diamonds which sparkle and scintillate with a new brilliance from every

point of view. In this adornment alone, which is quite the most unique and choice that could be devised, a large amount of money has been expended. Colonel Andrews is a Mason of high standing and was made Colonel by Major General Sutter in 1853. Among the curios in the Diamond Palace is a bust of General Grant, taken when he was 2nd Lieutenant and Colonel Andrews was Captain in the war with Mexico.

When the Bank of California failed and a financial panic seized the town Colonel Andrews boldly acted at once. He placed a notice in the show window of the Diamond Palace notifying the public that he would redeem all certificates of deposit or bank books of the Bank of California. The people read the notice and went home with happy tears in their eyes, thankful that the dreadful calamity had been averted. They had supreme confidence in Colonel Andrews. In that momentous period he stood forth grand and pre-eminent as the man of the hour. The nobility of genius inspired his action. It was the expression of a great soul to protect the people from harm or danger, and great souls are not common things. If ever we confound their work with that of others it is not through liberality, but through blindness. But there is little danger of confounding the achievements of Colonel Andrews with those of others. They are pre-eminently characteristic and individual and strikingly suggest their owner. Colonel Andrews is a merchant in the youngest and newest country of the world, but to visit his Palace of Gems you would think he had just been

"Wandering in some region old,
Where the rivers run over sands of gold,
Where the gleaming light of the rubies shine
And the diamonds light up the sparkling mine."

When you cross the threshold of that jeweled grotto the tales of Monte Cristo seem more than mere romance.

Cyrus said when he conquered Sardinia and rifled the treasurer of Croesus, the famous Lydian king, that the gems that he found were more precious and rare than those of any kingdom he had ever conquered.

But Cyrus never saw the "Diamond Palace." If he had and had met Colonel Andrews he would have exclaimed, "Here is a man who realizes the wonders of the *Arabian Nights*; here is a man who has found the veritable Aladdin's lamp; he rubs it, and a sea of glittering gems surround him."

The Colonel seems to have skill enough to forge the invisible ring of Gyges, which rendered all things indiscernable, as well as the golden circlet for the bride that makes all things beautiful.

The Diamond Palace is at 221 Montgomery street under the Russ House, and should be visited as it is the most beautiful and most gorgeous and most complete jewelry establishment in the world. He is a veteran of the Mexican War, in which conflict he attained the rank of Captain because of his heroism. In 1853, he was appointed a Colonel on the staff of Major General Sutter. President Arthur recognized his ability by the appointment of Commissioner to the N. O. Exposition in 1885, and in 1886 to the Exposition of London. Colonel Andrews is an ex-President of the Associated Veterans of the Mexican War, and in 1892 he was elected a delegate from this State to the Democratic National Convention held in Chicago. The Colonel was also one of the Directors of the Mid-Winter Fair. It is needless to state that the services he has rendered the people of this city have been of the greatest value and benefit.

DAVID A. FINN.

Mr. David A. Finn is a pioneer fireman whom it is no flattery to describe as a young man, notwithstanding the fact that fifty-eight summers have passed over his head. Years have not left their wrinkles, and not a grey hair is yet discernable amidst his raven locks. From Mr. Finn's young-looking appearance it seems hard to believe he came here, as a boy, as far



DAVID A. FINN

back as 1855. Nevertheless it is a fact, he having journeyed towards the great unexplored land of the Golden West, via Nicaragua, in the once famous ship Northern Light, as far as the Isthmus, and by the steamer Cortes across the Pacific to San Francisco. His father had already preceded him, and had been three years in California when the subject of this sketch arrived. His career as a fireman was soon shaped, for he ran as a boy, in 1857, with the Manhattan Hose Company, and on September 2, 1861, became a certificated member of Crescent

Engine Company, No. 10. On March 2, 1864, he transferred to Hose Company No. 1, and for a time was assistant foreman of that company. In 1866, he became Exempt. In 1864, for a brief space, Mr. Finn severed his connection with the active duties of the Fire Department, and visited Virginia City, Nevada, where he was attached to the staff of the "Virginia Enterprise," as a printer, but he soon found his way back to San Francisco, which he has made his home ever since. In 1871, he entered the paid Fire Department, and was connected with Hose Company No. 4. For twenty-two years consecutively he was attached to that company, and for two years was assistant foreman. About six years ago he retired from the Department, after nearly thirty years of active duty as a fireman in this city. In all those years, Mr. Finn attended fires too numerous to mention, and won the reputation of being one of the coolest and bravest fire-fighters in the Department. Always quiet and unassuming, agreeable to his comrades, and ever ready to cheerfully obey every call of duty, Mr. Finn won the good will and respect not only of his fellow-firemen, but of all persons with whom he came in contact, and his retirement from the ranks of the firemen was accepted with feelings of unqualified regret by his old comrades.

Mr. Finn is now special watchman of Chinatown, doing police duty there and guarding the properties of the Chinese in that quarter of the city. It is a responsible and trustworthy position, which he has now filled nearly ten years with credit to himself and satisfaction to the Chinese merchants and business men, who appreciate the value of Mr. Finn's services. In June, 1894, Mr. Finn, in company with his friend and fellow-delegate, Danton Doggett, paid a visit to the Eastern States as

a delegate to the congress of the International Printers' and Pressmen's Union. He is a native of Gardiner, Maine.

MRS. LILLIE HITCHCOCK-COIT.

A history of the old Volunteer Fire Department of San Francisco would be wanting in completeness if it did not contain some reference to the lady whose name stands at the head of this sketch.



MRS. LILLIE HITCHCOCK-COIT

She is the patron saint of all pioneer firemen of the city, and if the survivors of that once sturdy brotherhood could have their most ardent wish gratified then the lot of Mrs. Hitchcock-Coit would be a supremely happy one in this life. From her earliest fancy, when as Miss Lillie Hitchcock, she romped in short frocks, she was curiously fascinated by the red shirt and warlike helmet of the firemen, and gloried in the excitement of a big blaze. As a child, still in her teens, she displayed extraordinary enthusiasm when the fire bell tolled out its alarms, and with

an energy and speed that the most agile fireman might envy she hastened to the scene of the fire. She was always in the forefront on such occasions, and became such a conspicuous figure among the firemen who were battling to subdue the flames, that she came to be regarded as their mascot, and was made an honorary member of Knickerbocker Engine Company, No. 5. The gold badge, presented to her when conferring the gift of honorary membership, she wears constantly, and as a girl attended many a fire wearing this emblem of the firemen's affection, and became so strongly identified with her company that she was regarded by the citizens with peculiar interest and affection. As years rolled by and Miss Hitchcock became older, she forsook the habit of following the engine, but the tie that bound her to her company was as strong as ever. In later life her interest in the firemen's cause has suffered no abatement. If any member of the company falls ill she gladdens the sick room by her presence and ministers to his wants, and should death claim him she sends a loving floral tribute as the final expression of her regard. At the annual banquet, on October 17th, again she shows her mindfulness of the "old boys" of her company by gifts of flowers to adorn the festive board. It is no wonder that the firemen of No. 5 swear by her, and the companies vied with each other to do her honor in the old days. Among the priceless objects religiously cherished by the Exempts, and which now adorns their meeting room at Brenham place is a bust of herself presented to the Exempt Company a few years ago. Her name and record are lovingly and inseparably intertwined with the happiest associations of the old Volunteers, and as long as a memory of that organization shall last hers will be preserved.

Mrs. Hitchcock-Coit has numerous mementoes of her association with Knickerbocker Engine Company. There is her fireman's hat and red shirt emblems of her honorary membership; there is her certificate of membership bearing date October 5, 1863, and which is beautifully etched in pen and ink, with exquisite skill and taste; and there is her gold badge. All these she values for the memories they awaken.

Mrs. Hitchcock-Coit came to California as a child with her parents. Her father was a surgeon and a graduate of West Point, she being the only child. After her marriage she travelled extensively in the East, in Europe and the Orient, but notwithstanding all her wanderings, her love for California has been steadfast and paramount, and she has made it her permanent home. When in the city, Mrs. Hitchcock-Coit makes the Palace Hotel her headquarters. She has a beautiful home at Larkmead, Napa County.

SAMUEL NEWMAN.

The subject of this sketch came to California as a boy in 1856, and hails from the city of New York. His ardent and energetic disposition found a vent in the service of the Fire Department, which he joined in 1862, having thrown in his lot with Crescent Engine Company No. 10. He was the last foreman of that company, as it became extinct in 1866 on the advent of the paid department. In that year Mr. Newman became entitled to his exemption, and at once joined the Exempt Company, to which he has belonged ever since.

As a fireman he was brave, alert and intelligent, and did more than his share to uphold the high place his company always occupied in the department for its efficiency and general excellence. At all the fires of the early sixties Mr. Newman

did good work, and at the burning of the Sarsfield Hotel, when several lives were lost, his company won high encomiums from press and public alike for its splendid conduct on that occasion. In 1866 Mr. Newman was in the employment of Mr. Crowley, afterwards chief of police, and was appointed constable by the Board of Supervisors. In 1870 he entered the service of the late Mr. Samuel C. Hard-

to do the right and the proper thing, and as a fire commissioner conscientiously discharged his duties for the best interests of the city. This was recognized by press and people alike on his retiring from that office, and flattering notices of his conduct and his worth appeared in the columns of the city newspapers on the occasion of his vacating the presidential chair.

Mr. Newman is now engaged in the railroad ticket business at 634 Market street. He is still as active and energetic as of old, and in all his business relations maintains the honorable and reliable reputation he has won upon this Coast.

MARTIN KELLY.

Martin Kelly came from New York to San Francisco in 1870 and a short time after his arrival entered into the manufacture of edge tools. There came with Mr. Kelly his beloved and honored wife, his two sons, one of whom is dead, the other a trusted and faithful member of the fire department of to-day. Seven children were born in San Francisco, five beautiful girls and two noble sons, all of whom are alive and the joy and pride of their affectionate father. The oldest daughter, Mrs. Mamier Howe, is beloved by all who have the honor to know her, possessing all the endearing qualities of a true and noble woman.

Mr. Kelly was appointed extra man of No. 9 engine in the seventies and after serving in that capacity for some time was for meritorious conduct and faithful attention to duty promoted to the rank of foreman.

Discharging the duties of foreman with remarkable skill and ability for years, he was in the year 1886 elected to the high and responsible office of Fire Commissioner and served four years without pay. Competent, energetic and devoted



SAMUEL NEWMAN

ing, and continued in that employment till 1895. He was then appointed secretary to the Board of Railroad Commissioners, a position he held with great distinction for four years, and was for about seven years a member of the Board of Fire Commissioners, for four of which he was president. For a considerable time he was also treasurer of the Charitable Fund of the paid Fire Department.

Mr. Newman's public record is one he may well be proud of. He always sought

to the trust with which he was honored his ambition prompted him to guard with never-flinching zeal the growing usefulness of this San Francisco's most powerful protector. Following in that line he invoked the aid of the Legislature and secured the passage of a bill known as the Daily Bill giving the Board of Supervisors full control of the Fire Department, taking it out of the hands of the Gov-



MARTIN KELLY

ernor of the State. The passage of the measure worked well. The Department, under the watchful eye and fostering care of Martin Kelly and others, has reached a degree of excellence and efficiency not equaled, certainly not surpassed by any fire organization in the republic. To men of Martin Kelly's foresight, pluck and remarkable ability for organization, San Francisco may be thankful that her Fire Department is the wonder of all who come in contact with it.

ALBERT HEYER.

Many of the pioneers and veterans of the San Francisco Fire Department, who still survive, have long since retired to the tranquility and ease of private life, and in many instances their names are unknown to the firemen of the present generation. Mr. Albert Heyer is one of these. At his grocery store, at the corner of Bryant and Third streets, he is to be found gently pursuing the even tenor of his way, and the average customer would never suspect that he was once a fireman worthy of his red jacket and cap. Yet such is the case. As far back as 1857 he was a member of Volunteer Engine Company No. 7, of this city, and for three years he unselfishly served the city as a volunteer fireman. He was then engaged as a clerk on Sansome and Pine streets, but about the year 1861 he changed his place of residence, and of business and became domiciled in the neighborhood of South Park. Mr. Heyer realized the necessity of having adequate protection for the district against fire, and very largely through his instrumentality the South Park Hose Company was established in 1861. The prime movers in its organization were Mr. Heyer, John Craig, James Duncan, Geo. Poultney, J. C. Loop, J. B. Lewis and other residents of the locality. It was entirely an independent company, having no connection with the City Fire Department, and furnishes a striking illustration of the way the people of a district pulled together in those days. The residents maintained South Park Hose Company at their own expense, provided their own apparatus, and built their own house. Mr. Heyer was three years foreman of the company and had a loyal and gallant band of patriotic citizens as his fellow members. They did duty at all fires in the city and nobly served the citizens in

the arduous and, often, thankless duties of firemen. Mr. Heyer has a retentive memory and readily enthuses over the recollections of his varied experiences as a volunteer fireman. He is a native of Germany and came to California February 11th, 1855.

ANDREW J. JESSUP.

The weight of seventy-two years sit lightly upon Mr. Andrew J. Jessup, and judged by his present active habits and his agility in his daily routine of business there is every prospect of his reaching a ripe old age. He furnishes, in his own person, a striking example of the toughness of physical fiber that so strongly marked many of the early pioneers of California. By a natural process of selection the hardest and most virile of these men survive. The weakest went to the wall, amidst the trials and vicissitudes, and temptations that beset their paths in the early days. Mr. Jessup was born in Brooklyn, New York, in 1828. As a boy he manifested a strong fondness for a fire engine, and while quite a lad was a member of Hose Company No. 33 in the city of New York. Mr. Joseph T. Marshall, his friend of a lifetime and who is still living in this city, was a member of the same company, and these two boys, fifty-eight years ago, participated in the public ceremonies of the day on the occasion of celebrating the opening of the Croton Water Scheme by which New York was supplied with a water supply from the Croton River.

The year 1851 found Mr. Jessup in California, having come round by way of Nicaragua. The good ship "Daniel Webster" conveyed him to Central America on the Atlantic side, while the once-famous "Gold Hunter" brought him to San Francisco. Of 300 passengers, fellow-voyagers of Mr. Jessup, only one other remains to-day.

The subject of this sketch hastened to the mines, and tried his luck at Weaver-ville, Trinity County. But it was an ill-starred project and Mr. Jessup returned to San Francisco.

In 1856 he entered the coffee and spice establishment of the late Wm. H. Bovee, afterwards Mayor of Oakland, and for eighteen years remained in his employ, and in that of his successor for the



ANDREW J. JESSUP

greater part of which he was foreman. In 1853 Mr. Jessup joined the Vigilant Engine Company No. 9, and in 1858, on becoming "exempt," he quitted the ranks of the firemen. But he continued to wear his fireman's uniform, and took part in most of the fires that occurred up to the time that the paid Fire Department came into being. For two years he filled the responsible position of first assistant foreman of his company. For seven years he was vice-president of the Exempt Company. Always a constant and conscientious worker, and a regular at-

tendant at all meetings, the exempt company owes much to Mr. Jessup.

In 1873 he started in business on his own account, and in partnership with Mr. Pope, is now proprietor of the coffee and spice mills on Mission street. He is a member of the Veterans' Volunteer Fire Association of California, and still takes a keen interest in that association and in the Exempt Company.

Mr. Jessup rendered noble service at all the fires of San Francisco from 1852. His brother was one of the Fire Commissioners at Green Point, New York.

STEPHEN BUNNER.

Stephen Bunner, born in New York City May 25, 1841, attended school in the city of New York, came to San Francisco December 23, 1851, and entered the field



Photo by Sewell. STEPHEN BUNNER

as a newsboy selling Eastern papers and following various occupations until he joined the Department when he became

of age. In March, 1861, he became a member of No. 5 Engine Company and remained with said company until they were disbanded. He then entered the paid department, December 1, 1866, as extraman of No. 5 Engine, where he remained until April 1, 1869. He resigned from the Department on his appointment to the police force, where he has faithfully discharged his duties and through his meritorious conduct has been promoted to sergeant.

Mr. Bunner is an exemplary character in many respects—a man who has never tasted spirituous liquors during his life, having signed a pledge, while a mere boy of nine years old, at a meeting held in the city of New York by Father Mathies, which he has faithfully kept.

On September 1, 1865, anxious to return to his old home, and on leaving his company for a visit he was presented with a gold badge by his comrades, James H. Reynolds, Supervisor of the Tenth Ward, making the presentation. This medal is a source of much gratification to him and is cherished as a memento of the esteem in which his fellow workers held him.

Mr. Bunner is one of the organizers of the Veteran Volunteer Firemen's Association, and is president.

A. J. HOUGHTALING.

Sergeant Houghtaling is a splendid type of California's Pioneers. He has reached the allotted three score and ten years, but he looks at least ten years younger, and is as erect and sprightly as a man half his age. The vicissitudes and hardships of early pioneer life have scarcely left a trace upon his robust and hardy constitution, and many a younger man would envy him the blessing of health he so amply enjoys. Sergeant Houghtaling is a New Yorker, and at the age of twenty set out for the land of the

Golden West via Cape Horn, in the schooner *Mary W. Baker*. On Valentine's Day, 1849, the schooner spread her sails and bade adieu to the Empire City. After a stormy passage of nearly six months she finally reached the Golden Gate in safety, and landed her thirty odd passengers.

Young Houghtaling's ambition was aflame with the wonderful stories then current of the finds of gold that had been made, and he hastened off to Sacramento to try his luck as a miner. For six years he made Amador county his headquarters, and what with mining and various trading enterprises he met with considerable success. He built the first two bridges across the Mokelumne river, and his strong individuality and natural force of character soon made him a power in the district. In 1853 he was elected a member of the State Legislature, and represented Calaveras county. On Amador county becoming organized he was elected one of the first Supervisors and filled the office for one term. But business arrangements caused him to come to San Francisco and settle here, and he entered the service of Hamilton & Loring, at that time the best known photographers in the city and who were succeeded by Mr. Wm. Shew. Mr. Houghtaling remained with these firms several years and in 1870 joined the police force. For twenty-seven and one-half years he was a member of this body and a few years ago retired on his rank of Sergeant.

Mr. Houghtaling was a member of Tiger Engine Company, No. 14, which he joined in 1858. He was always a fearless fire-fighter and rendered effective service to his company on innumerable occasions. His strong sense of patriotic duty, and his natural enthusiasm caused him to be present at every fire, and every alarm of fire, that occurred during

the eight years he was an active member of his company, and his meritorious conduct on all occasions were recognized by



SERGT. A. J. HOUGHTALING

his fellow firemen, who elected him President of the Board of Fire Delegates for two terms. The Sergeant is a familiar figure in San Francisco and is deservedly esteemed in mercantile circles for his uniform courtesy and geniality, and for the exemplary manner in which he has always discharged his duties as a public officer and a private citizen.

Sergeant Houghtaling was married in California. His wife is still living and their union has been blessed by two children, a son and a daughter.

MRS. MARY A. E. ROBERTS.

Mrs. Roberts has laid the Veteran Fireman of this city under a deep debt of gratitude for the many generous acts and courtesies she has extended to them from time to time. She is an honorary mem-

ber of the Veteran Volunteer Fire Association of California, and was accorded that honor in testimony and acknowledgment of the appreciation of that organization of the immense services she has rendered to their cause. Her late husband, Mr. John C. Roberts, was a well known volunteer fireman of the early days. At 21 years of age he was fighting fires as a member of Engine Co.



JOHN C. ROBERTS

No. 20, of the New York Volunteer Fire Department. In 1859 he and his wife came to California and made San Francisco their home. Mr. Roberts was a member of Knickerbocker, No. 5, and afterwards of Columbia, No. 11, of this city, and was a prominent figure in the Fire Department, and a bold and fearless fire-fighter. He died in April, 1895. He had been a Supervisor of the 10th Ward, and was the founder of the metal roofing business carried on by Roberts & Connell on Mission street.

Mrs. Roberts keeps up her interest in the old "Vets," and opens her purse most generously in contributing to the various celebrations and functions they from time to time organize. She attends their banquets and takes part in all their gatherings, she visited San Diego and Santa Barbara as one of the party of Veteran firemen who attended those cities as the guests of the Veterans there. At her own expense she had 500 certificates of membership printed and presented to the Veteran Association. Her rooms at her private house are adorned with numerous relics and mementoes which serve to perpetuate loving memories of the old volunteer companies, and the brave men who composed them.

EDWARD T. ANTHONY.

Mr. Edward T. Anthony is an old New Yorker. He was a member of the Knickerbocker Engine Company, No. 5, the membership of which was restricted to native born sons of the Empire City. His has been an interesting and eventful career. Prior to coming to the Golden West he had been a sailor, and plowed many thousands of miles of ocean waste; for two years he was trading on the Chinese coast, and from there came to San Francisco in 1852. But his restless spirit sought other fields, and after a brief sojourn here he longed for another sniff of the briny, and took ship to New York via Cape Horn. He has rounded the "Horn" and Cape of Good Hope three times, and on returning to the Pacific Coast in 1852 started business as a re-packer and re-finisher. For nearly half a century Mr. Anthony has followed up this branch of industry, and he is able to boast that he has been as long in one continuous line of business as any other person on the Pacific Coast; also alludes to his career as a *Feather bed*

Fireman, as a copy of his visiting card will show, which perhaps is not equalled, certainly not excelled in the written history of the old volunteer system of our city that adopted him:

Ex-Director Exempt Fire Company,
Exempt Knickerbocker Engine Company No. 5.
Ex-Member Board Delegates of No. 5.
Ex-Secretary of No. 5.
Trustee of No. 5.
Ex-Member of Executive Committee of Exempts.
San Francisco, Cal.
Ex-Vice-President of Exempts.
Ex-President of Exempts.
Member Veteran Firemen's Association.

He did not join the Knickerbockers until 1857 but took an active part in trying to stem the fury of the tornado of flame that swept this city in May, 1852. Mr. Anthony readily enthuses over the recollection of scenes so dear to his youth, and which are yet green in his retentive memory. He remembers being at the concert tendered by the celebrated Irish cantatrice, Miss Catherine Hayes, over forty-five years ago. It was for a box at this concert that the Empire Engine Company paid, at auction of the seats, \$1,125, and the event was in many respects one of the most remarkable in musical annals that had occurred up to that time on this Coast. All the theatrical celebrities of that day Mr. Anthony remembers well. He laughs as he tells the story of how the old firemen induced a number of Russian sailors of a Russian man-of-war then in port to come ashore and help subdue the fire then raging in a block of buildings in the city on Sacramento street from Drumm to the bay. In the excitement occasioned by battling with the fiery element the sailors allowed their time of leave to expire, and the citizens took care of them for the night. The Russian admiral sent a peremptory demand for the immediate return of the

sailors, and word was sent back to him that the firemen had taken them into custody for the night. Thereupon he threatened to bombard the city. The Mayor, becoming alarmed at the unexpected turn of events, urged the firemen to send the sailors back to their ship, and the "shellbacks" were accordingly allowed to return. Mr. Anthony highly prizes an old scrap book he has in his



EDWARD T. ANTHONY

possession, which contains a varied collection of clippings from old newspapers of events in which the firemen were interested. The companies indulged in frequent high jinks, and appear to have got all they could out of the enjoyments of life. Death has thinned the ranks of the gallant band of men who in their day did so much to win renown for their company. And Mr. Anthony looks forward with the most pleasurable anticipations to a reunion of the surviving members of the old Knickerbocker No. 5 in October next to commemorate the jubilee of the

foundation of their company. Such a gathering will be unique. The spirit of fifty years ago will breathe and live again for the time being, and fond memories of other days will be revived.

Mr. Anthony is justly proud of his two sons, who are worthy chips of the old block, and are members of the Sons of Exempt Firemen's Association.

His son, Hubert, was with Captain Sigsbee on the St. Paul. Another son, Marc, went to Manila with the first of the U. S. Regulars, 4th Cavalry, and is now stenographer to the Director of Posts at that place.

JAMES CORBETT.

James Corbett, after a career of remarkable activity and energy is now able to take life a little more easily in his capacity as engineer of the Flood Building.



JAMES CORBETT

He is a Bostonian and was born in 1844. Ten years later he breathed the invigorating air of California, and has made the

Golden State his home ever since. Like so many of the sturdy youngsters of the early days his ardor sought satisfaction in battling with a fire and when quite a boy he ran to fires with the old Volunteers. In 1867 he joined the Fire Department and was assigned to duty as extraman of Engine Company, No. 4. He soon became engineer of that company, and for eight years followed the fortunes of Engine 4 with unwavering fidelity. In that time he fought many a conflagration amongst the most notable being the disastrous fire that swept away the Harpending block nearly thirty years ago, and the burning of the Lincoln school.

By profession Mr. Corbett is an engineer and machinist, and on retiring from the Department he entered the service of the Southern Pacific Railroad Company and for eight years filled the responsible position of engineer of the electric light on the Oakland pier, with entire satisfaction to the company. He severed his connection with the Southern Pacific Company only to take charge of the important office he now fills. For over ten years he has been engineer of the Flood Building, and enjoys the confidence and perfect trust of his employers.

BENJAMIN P. WILKINS.

Mr. Wilkins hails from New Jersey. As a young man he was imbued with a strong spirit of adventure, and yearned to visit distant parts of the world. In 1858 he set out from New York for Australia, and reached Melbourne, the capital of the Colony of Victoria, after a passage of eighty-four days, via the Cape of Good Hope. An evil genius directed his steps to the diggings, where for about a year he put in his time in the precarious pursuit of the yellow metal, and in that time acquired a somewhat painful famil-

ilarity with the rougher elements of Australian life of forty years ago. As a miner Mr. Wilkins met with little suc-



BENJAMIN P. WILKINS

cess, and in 1860 said good bye forever to that distant quarter of the globe, and came to California. He started in business in men's furnishing goods and had a store on the site of the present Chronicle Building. Here he was doing well, and had established a fine business, when the promptings of his restless spirit urged him to move on to White Pine, Nevada, where he invested his savings in mining stock, and came out of his speculations much lighter in pocket. After two years at White Pine he returned to San Francisco and again started in business. In 1863 Mr. Wilkins joined the Independence Hook and Ladder Company, No. 3, and stood loyally and nobly by his company until it went out of existence at the end of the year 1866. On every occasion on which the services of his company were called into requisition Mr.

Wilkins was at his post, and rendered effective aid in subduing the conflagrations so common in his day.

Since 1890 Mr. Wilkins has been in charge of the engine house and offices of the Exempt Company at Brenham place, and his cunning and skillful hand are easily detected in the clever and artistic arrangement of the numerous flags, banners, photographs and other relics that embellish the walls of the engine house and the meeting rooms. "Old Ben," as his erstwhile comrades delight to call him, is a familiar figure at Brenham place. He is always glad to show visitors the curious and interesting collection of relics of the old Volunteer Fire Companies, and takes great pride in keeping the premises in attractive and proper order. The Chinese children gather in front of the Exempt Company's house to play their games, and run in and out of the house and gaze at the curious objects that fill it, without fear or reluctance, and they all regard with affection kindly "Old Ben" who always has a smile and a cheery word for each and all of them.

Mr. Wilkins has been a member of the Exempt Company since 1866.

WARREN R. PAYNE.

Mr. Warren R. Payne comes of good old New York stock. His father, the late Theodore Payne, was one of the best known and most widely respected citizens of San Francisco in the early days, and helped to organize the San Francisco Fire Department in 1850.

Mr. Payne, senior, was a man of many parts, and diversified talents, and always threw the weight of his influence into the scale for honest government, and purity in politics, and the administration of justice. He had been trained for the profession of a merchant, and was eminently fitted by education and natural talent to

take a leading part in directing the destiny of our infant city. San Francisco urgently needed the advice and guidance of such men as Mr. Theodore Payne in the turbulent and stormy days of the early fifties, and in recognition of his sagacity and sterling worth he was chosen by the citizens in 1851 as a member of the Committee of Public Safety. The same year the people showed their confidence and esteem by electing him Commissioner of Streets. In October, 1851, Mr. Theodore Payne joined the Empire Engine Company, No. 1, afterwards the Broderick, No. 1, and was trustee of the charitable fund of the Fire Department from 1852 to 1858. He founded the firm of Theodore Payne & Co., the best known real estate house of its day, and throughout his career gratuitously gave his best energies to the service of his fellow citizens, with a singleness of purpose that earned him the esteem and respect of all classes of the community. He made it a rule of life to hold aloof from cliques and parties, and always strove honestly for the public good. As a member of his company he set a high example for his courage and patriotism as a fireman, and took an active part in battling with the fire fiend in all the big fires of the early fifties. He was a heavy loser himself by fires, having been completely burnt out on more than one occasion. A business man had no opportunity to protect his property by insurance against fires in those days as there were no fire insurance companies doing business here, and when a fire did occur, and a building was swept away the loss was irreparable.

Mr. Warren Payne is justly proud of the honorable record of his esteemed father, and in his own life and person has always sought to preserve inviolate the family name. He is a New Yorker

by birth and came here in 1861, eleven years after the arrival of his father. He showed his sense of civic duty by joining the ranks of the firemen, and became a member of the Independence Hook and Ladder Company No. 3. He filled the office of president of that company, and was for a considerable time secretary and treasurer of it. He rendered effective aid as a volunteer fireman at all fires that occurred in the beginning of the sixties, and his comrades showed their appreciation of his merits and services by making him their president. Mr. Warren Payne now takes life more leisurely, but he rejoices, as all the old volunteer firemen do, at the contemplation of the part he played, nearly forty years ago, as a member of a self-sacrificing and patriotic fire department, whose watch-word was the public good, and where compensation or monetary rewards were never sought.

He is now a capitalist, and judged by the years of the majority of the survivors of the old brigade, is yet a young man, probably the youngest man of those now living who served in the Volunteer Fire Companies. His attachment to the old cause remains and he is still a member of the Exempt Company.

JOSEPH S. MARSHALL.

Like Mr. A. J. Jessup, Mr. Marshall was attached to a fire department as a boy. Our tastes and ambitions run on different lines. Those of Mr. Marshall and his old friend A. J. Jessup led them into the useful and patriotic service of volunteer firemen. As far back as 1842, when California was but a geographical expression and San Francisco had not received its baptism, Mr. Marshall was foreman of a volunteer corps of firemen in the city of New York, known as No.

33 Hose Company. He took part in the parade at the "Crotan Water" celebration described in the sketch of A. J. Jesup. That was 58 years ago. An adventurous and ambitious youth like young Marshall had his imagination fired by the wonderful tales that reached New York in 1849 of the fabulous wealth that lay hidden beneath the surface of Californian soil, and he determined to set out

been engaged in the same line of business and now owns the well-known restaurant at 209 Powell street.

His early attachment to the fireman's calling impelled him to take steps to organize Columbia Engine Company No. 11, which became one of the best companies in the department. At all the big fires of 1850 and 1851, and in subsequent years those of lesser note, Mr. Marshall rendered willing and effective aid, and contributed more than his share of good, honest work as a volunteer fireman. Mr. Marshall has been president and vice-president of the Veteran Firemen's Association of San Francisco and a Fire Commissioner of the city. He has crossed the Continent three times, once with the Veteran Firemen when they took with them the curious little engine Exempt '49, the first fire engine ever used on the Pacific Coast.

Despite his 75 years Mr. Marshall is hale and hearty, and delights to narrate many thrilling experiences of the "brave days of old."

HENRY VOORMAN.

The record of the sturdy race of pioneers, who created the great golden empire of the West contains the names of men who may truly be called kings of their kind. In California there are still living many of these men, among whom the subject of our sketch, Mr. Henry Voorman, occupies a prominent position. Mr. Voorman, we might add is not only a pioneer, but one of the best known members of the Exempt Firemen. He was born in Hanover, Germany, in 1826, and when a young man came to America, landing in Charleston, South Carolina. There he remained four years, gaining business experience by his intercourse as well as the respect of the business community of Charleston. He came to



JOSEPH S. MARSHALL

in quest of fortune and fame. He came via Cape Horn, and for eight and a half long and weary months he was cooped up, with 138 fellow passengers, in the bark Powhatton. Of these passengers but three are alive to-day. In the early part of 1850 Mr. Marshall set foot on San Francisco shores. He went to the mines at Jamestown, and after six months digging and fossicking to no good purpose, wisely returned to this city. With his brother he established a restaurant on Kearny street, next door to Merchant street, and from that time forth he has

California in June, 1849, by way of Cape Horn after a voyage of five months and three days, and on arriving here immediately went into active business. His connection with the fire department commenced immediately, and he attended his first fire on the 24th of December, 1849. He was one of the original members of Empire Company No. 1, of which David Broderick was the foreman, and

the affairs of his adopted State, have gained and retained for him the sincere respect and admiration of all with whom he has come into contact and to whom he is known personally or by repute. Mr. Voorman was happily married when a young man, and has a charming family of young ladies. At the age of seventy-three, he retains in a remarkable manner his vitality and appearance. His complexion is as clear and bright, and his eye as undimmed and steady as when, fifty years ago, he gazed unflinchingly on the arid wastes and mountain fastnesses to which he had come to carve out his fortune. In all the affairs of his city and State, and of the dear old Exempt Fire Company to which his heart still clings, he takes an unabated interest; and in business circles he is as active, and his influence is as powerful as it has always been. To such men is due the present standing of the Pacific Coast, and it is the wish of all that their years of usefulness may be far prolonged among us.

JAMES E. BRITT.

Mr. James E. Britt's career has been diversified and interesting, as in his time he has played many parts. He is now in the prime of life, having been born in Brooklyn, New York, February 25, 1856. When eight years of age he reached California, and completed his education at that celebrated institution of learning, St. Ignatius College, from whence he proceeded to learn the trade of a plumber. In 1881, Mr. Britt joined the Fire Department, and was assigned to Truck Company No. 3, as extraman. For ten years he stayed with that company, and took part in all the notable fires that company was engaged in during that period, and was at all times an intelligent and capable fireman. But Fate held greater honors in reserve for Mr. Britt, and in 1886 he



Photo by Sewell HENRY VOORMAN

took an active part in all the great fires of that period during 1850 and 1851. He then went to the mines on the American river, mining on the site of the present town of Auburn. Mr. Voorman, with the exception of occasional visits East, has resided here almost continuously, and has gained and maintained an exceedingly high position in that magnificent army of pioneers whose achievements stand alone in the annals of the world. His unceasing activity, indomitable determination, and spotless integrity, as well as his warm interest in all

was elected in the Democratic interest to the State Assembly, and served till 1888 with commendable zeal and ability. In 1888 he was still further honored by being elected State Senator, and doffed the Senatorial toga after having served a term and retired from office carrying the hearty good will and generous approval of his constituents with him. In 1896, Mr. Britt became a supervisor and



Photo by Sewell

JAMES E. BRITT

represented 9th ward to the satisfaction of the taxpayers. In 1899, he withdrew from public life with a clean and honest record, and devoted himself to his plumbing business, which for many years he has carried on in this city. While a member of the Board of Supervisors, Mr. Britt was chairman of the Fire Department Committee, and on severing his connection with the Department was the honored recipient of a handsome gold badge, presented to him by the Chief and District Engineers in token of their appreciation of his services.

W. J. HARRINGTON.

William J. Harrington was one of the prime movers in the organization of Rincon Hose Company, and he and those associated with him, placed the residents of Rincon Hill and the vicinity under a strong obligation to them for having established some sort of protection against fire in that neighborhood. The space lying between Second street and the water front, south of Market street, was without local protection of any kind when a fire occurred. Mr. Harrington together with Robert Cleary, Henry Kohn, J. Mitchell and some others, voluntarily undertook to raise a hose company, and by their united and strenuous efforts a sum amounting to between \$4,000 and \$5,000 was raised. While this money was being collected Mr. Harrington and his friends ran a two-wheeled reel called a "jumper," which they borrowed from the city corporation yard, and this was the only machine of any kind that neighborhood possessed to do battle against a conflagration. But in April, 1864, the hopes and aspirations of the inhabitants of Rincon Hill were consummated and a duly constituted hose company was organized. A house was erected on leased land on the south side of Folsom street near Beale street. A magnificent silver mounted, four-wheeled hose carriage was purchased at a cost of \$2,600, and the inaugural ceremony to mark the celebration of the establishment of Rincon Hose Company was in keeping with the lavish style of doing things in those days. A sumptuous banquet and brilliant ball were arranged. The members of the new hose company, attired in their uniforms, paid a round of visits to all the companies in the city fire department and invited them to the banquet and the ball. There a gorgeous set of colors were presented to the

Rincon Hose Company by the ladies of the neighborhood, conspicuous amongst whom were the Misses Mary Adler, Maggie Cameron and Ida Doyle, all of whom are still living in this city. Rincon Hose Company lived up to its expectations and battled with every blaze, great and small, that visited the central portion of the town during the two and one-half years of its existence.

Mr. Harrington was a leading spirit in this company. He is a native of New York City where he was born in 1849, and came to California in 1854 via Panama. He was educated at the Union Grammar School on Telegraph Hill, and before he was twenty years of age was a fireman. In July, 1867, he joined the paid fire department and was appointed foreman of Hose Company No. 2, and acted in that capacity for four years.



Photo by
Imperial Gallery W. J. HARRINGTON

On that company being transformed into Engine Company No. 9 he became foreman of the company and served the

department in that capacity for several years, until he resigned. He had about eleven years' experience as a fireman, and was a bold and efficient fire-fighter. He is now employed in the Custom House, and has filled many important and responsible positions. He worked in the U. S. Mint for four years, was Deputy Superintendent of Streets, Deputy License Collector and Deputy Registrar of Voters, in all of which he worthily filled the duties of his office. Mr. Harrington is a married man and has five children.

HENRY KOHN.

Henry Kohn is a veteran whose career is full of interest. Born in Germany September 27, 1836, he early in life went to sea, and, for a time, followed the roving life of a sailor. In 1853 he landed in New York, but California held out too many allurements to the young adventurer of those days, and on July 15th, 1854, he set foot on California soil, having come via Nicaragua. He became engaged in business as a clerk for about two years, and then struck out on his own account and went into the saloon business at the old Pickwick Hall, corner Bush and Montgomery streets. That was in 1856. The previous year he had followed the example of all the patriotic citizens of the time and had become a volunteer fireman, having joined Columbia Engine Company No. 11. In 1857 he transferred his allegiance to Knickerbocker Engine Company No. 5, and remained a faithful follower of the fortunes of that company until 1861. In that year Mr. Kohn quitted the scene of his early successes and failures and took up his residence on Rincon Hill at 408 Folsom street, where he opened a liquor store and grocery business, which he has continued to conduct to the present

day and at the identical store of 1861. Mr. Kohn was just the sort of man the inhabitants of Rincon Hill needed in their

passed through the ordeal of a conflagration, and shows upon its face the scorching it received. Despite his 64 years, Mr. Kohn is a man of active habits, and enjoys a talk about the "Old Vamps" and their wonderful doings.



H. J. COLVIN.

Mr. Hughy J. Colvin is one of the sturdy sons of Scotland, having been born in the city of Glasgow. Leaving his native country when quite a young man, he landed in Quebec, Canada, and worked his way to New York City, where he followed his trade as a steam and pipe fitter for a period of two years. On leaving the city of New York he secured a position as master mechanic with the firm of Haywards & Barkley, machine shops, located in Baltimore, Md., which position he filled faithfully and satisfactorily to his employers for ten long years. But having a great desire to see the Golden West, he set out for California, and on arriving in San Francisco soon found employment at his trade with the firm of Thomas Day & Co., as a gas and steam fitter, which company he remained with until 1862, and then went to Virginia City, Nev., to accept the position as master mechanic of Golden & Curry mines. Following his trade as steam and pipe fitter for five years, returning to San Francisco joined the Fire Department Engine Company No. 1 as engineer. Later was transferred, by his own request, to No. 5 Engine, where he served as engineer for twenty-eight years. He was an active fireman and rendered faithful service to the department. But he will best be remembered by many firemen as the co-inventor with Lauder of the quick hitch, which revolutionized the system of hitching horses to apparatus. Mr. Colvin is now on the retired list.

Photo by Imperial Gallery HENRY KOHN

midst, and his experience as a practical and capable fireman was invaluable when the Rincon Hose Company was organized. Mr. Kohn was one of the founders of that company, and to him as much as to anyone, the effectiveness of the company was due. He did his duty as a fireman and has good reason to rejoice in contemplation of the many sacrifices he made from time to time in the city's welfare, while a member of the old Department. He is a member of the Veteran Firemen's Association of San Francisco, and still evinces a strong interest in fire matters. The walls of his saloon are hung with pictures of events in the life of a fireman of the old days, of photographic groups, and other indications of his connection with the firemen of old. His certificate of membership in Columbia Engine Company No. 11 has twice

SILAS W. LAUDER.

S. W. Lauder, besides having been a fireman of the olden time, deserves to have his name inscribed on the roll of worthies in fire department matters as being in conjunction with Hughy Colvin the first person in California to invent the device technically called the "quick hitch," which has since been brought to such perfection, and has revolu-



Photo by Imperial Gallery S. W. LAUDER

tionized the system of harnessing a team of horses to the apparatus on an alarm of fire. But besides that Mr. Lauder was a fire-fighter who always threw his whole soul and energies into his work when battling with the flames. He was a member of the department about eighteen years, having joined Engine Company No. 5 as driver in 1865, but the allurements of gold mining offered too tempting a bait to his imagination and for about one year he was out of the department, engaged in the hazardous but fascinating occupation of searching for the precious metal. Fortune was not kind

to him and he returned to San Francisco and rejoined the department and was assigned to Engine Company No. 9, and afterwards became assistant foreman of Engine Company No. 10. He has fought innumerable fires and can say he did his share towards upholding the usefulness of the department while he was a member of it.

Mr. Lauder is a native of Vermont and was born January 29, 1848. He came to San Francisco January 14, 1863, and for many years was engaged in the fruit and commission business, and is now engaged in the hay and grain business, 570 and 572 Bryant street.

TOM SAWYER

To write the biography of the subject of this sketch is a simple but long task, for the life of Tom Sawyer is replete with stirring scenes and adventures in many parts of the country. He was born in New York City on January 1, 1832. His first duty was in a bakery, from which employment he soon graduated and went to opening oysters in Washington market, where he remained until the first rumor of the new El Dorado in California struck New York; then the roaming spirit born in him came to the front, and he was soon on his way to the gold diggings in a staunch ship that safely weathered the storms that were so fatal to many vessels that rounded the Horn at that time. He arrived in San Francisco Bay in February, 1850, with \$11.50 in his pockets, and immediately went to steam shipping, running as fireman between this port and San Juan and Panama. He continued at this occupation for some years during which time his vessel, the steamer Independence, was wrecked on a reef off the Southern coast and burned to the water line and sunk. Through his ingenuity and heroism he saved the lives-

of ninety people aboard, among them being Jas. L. Freeborn, the banker, and Jason Collins, the chief engineer, both of whom had lost consciousness in the water and were rescued by his diving down and bringing them up and swimming ashore with them on his back. When nearly exhausted with the great task of swimming ashore with each passenger on his back, his great mind came to his

at the Custom House, where he remained until 1884, at which time he retired from public life and opened up the saloon at No. 935 Mission street, where he has lived with his estimable wife for forty-three years. His place is fitted out with pictures and mementoes of Volunteer Firemen's days.

Tom Sawyer's fire record dates back to his boyhood days in New York, when he was a member of Columbian Engine Company No. 14. Before that time he was signal boy for Hudson, No. 1, under Cornelius Ruderson, afterwards Chief Engineer of the New York Department. After coming to San Francisco, he assisted in organizing Liberty Hose Company, No. 2, and was elected foreman, which position he held for three terms. He was a member of the Board of Delegates, and when the Veteran Fireman's Association was organized in 1888 he was elected vice-president. When Sam Clemens was a reporter on one of the daily papers in San Francisco he was an associate of Tom Sawyer and dedicated his first book to his old time friend who had been the inspiration for his best work. It is a source of much gratification to look back upon a life so well spent and treasure up the marks of esteem tendered him by his fellow men. At one time Mr. Sawyer held the highest office in the gift of the people, bell-ringer in the tower, forty yards above the mayor.



TOM SAWYER

rescue. By putting the rest of them in life preservers he towed them ashore and landed in the boiling surf safe and sound. After returning from a long trip on the water he concluded to try his fortune in the mines, where he was associated with John W. Mackay. But "Dame Fortune" failed to smile upon his efforts, and he soon returned to a life upon the surging billows, where he remained until 1859 when he left the ocean for good and became a special patrolman, which position he filled with ability until 1863, when he was appointed Inspector

FRANCIS ATKINSON

The subject of this sketch is an Ex-empt Fireman and has a long record of usefulness in this calling. He was born in Lexington, Ky., on January 18, 1832, received his education there, and went to New York City at the age of 14, where he soon got the gold fever and availed himself of an opportunity to go to California in the bark Jonathan Dwahue, owned

by his brether's employers. He arrived April 15th, 1849, secured work at fifteen dollars per day sorting oranges, then went into the employ of the Pacific Mail Steamship Co. and was on the Oregon when she brought the news of California's admission into the Union.

He ran with the Crescent Engine Company, that was organized October, 1852, and while too young to be a member then,



FRANCIS ATKINSON

he was admitted two years later and stayed with them until 1864, when he returned East and went into the Confederate army under his old schoolmate, Gen. Morgan. After leaving the army he went back to steamshipping, running on Pacific Mail steamers between New York and Aspinwall. He returned to California and joined the Fire Department, October, 1869, where he remained until 1885, holding during fourteen years of that time the position of stoker of No. 6 Engine. In 1885 he went to Victoria where he was engineer of depart-

ment for two years, afterwards returning to this city to spend his remaining years in peace and quiet. Mr. Atkinson was the originator of the great competition for the fox tail, that was held as a trophy by his company for a number of years and was the subject of many friendly runs for its possession. He is an affable and pleasant "Old Vet," with many an interesting story to tell of pioneer days in California.

JOSEPH FIGEL.

Mr. Joseph Figel is a worthy survivor of the old volunteer firemen. Although 72 years of age he still takes a keen interest in the affairs of the "Exempts," and at the present time is president of the Firemen's Charitable Fund of the Exempt Company. Even to-day, when age has naturally tempered down his ardor, on the sound of a fire alarm, his pulse beats quicker, and like the old war horse he betrays his eagerness to be in the thick of the fight. But though his spirit is still youthful and willing, he is forced to realize that when a man reaches the patriarchal age of seventy-two he must give place to younger and more active men. Mr. Figel is bound to his old comrades by ties of the closest sympathy and affection, and deploras the sad and increasing shrinkage of the revenues of the gallant little band of the old Exempts. In years past large sums of money were paid out by the Exempts in sick benefits and in relief to the widows and orphans of their deceased members, in funeral expenses, and in maintaining their pretty little plot of ground at Laurel Hill Cemetery. The enormous total of \$378,000 has been disbursed in this way since 1866, the whole of which passed through Mr. Figel's hands, and that too without having to give any bond for his honesty. He looks back with pride to

so bright and praiseworthy a record, but the retrospect becomes saddened when he contemplates how the fund is becoming rapidly exhausted and must soon reach its end.

Mr. Figel came to San Francisco in 1850, from New York, by way of Panama, in the steamer Isthmus. Prior to coming here he acquired a knowledge of the art of sculpture, in Brooklyn and New York, and anticipated that he would be able to follow his profession in California, but in this Mr. Figel met with disappointment, and joined his brother (who had preceded him to San Francisco) in the business of clothiers on Clay street, near Kearny. The brothers built the second brick building, in point of time, erected in the city. This was in 1853, and the old place is standing to-day. The number of this house was then 191 Clay street, now it is 657 Clay. Mr. Figel has lived in California ever since, but has made occasional visits to the Eastern States and to Europe. In 1857 Mr. Figel followed the example of all the patriotic citizens of the early days and became a volunteer fireman. He threw in his lot with the Monumental Engine Company No. 6, and remained a member of that company until it disbanded in 1866, at the time of the inauguration of the paid Fire Department. For fifteen years Mr. Figel was treasurer of the Monumental, and for forty years has filled the offices of secretary, treasurer, and president of the Charitable Fund of the Ex-empt Company. He was present at all the big fires of 1850 and '57 and took part as a fireman in fighting the terrible fires of those years. He was one of the firemen who went from this city to render aid to the city of Sacramento, some forty odd years ago when that young city was one vast conflagration, and was reduced to ashes, despite the vigorous and

untiring efforts of the fire companies to save it. That was a service the people of Sacramento never forgot, and so soon as they had rebuilt their city they invited the San Francisco firemen to a friendly competition to test the merits of the several fire engines of that day. They were all hand engines as the "steamer" had not then come into use, and Mr. Figel recounts with pardonable pride how



JOSEPH FIGEL

the "Big Six," the crack engine of the Monumentals, on that occasion made the record throw of 229 feet, and distanced all competitors. Mr. Figel says, as his face beams with the recollection of the triumph, "I helped to get that throw out of her, and we needed lots of elbow grease to do it."

Mr. Figel was married in this city in the year 1862. His wife is a daughter of the late Mr. Joseph Shannon, who in 1854 was Treasurer of San Francisco, and who came to the Pacific Coast with his family in the year '49 in the ship

Balance. The late Mr. John Durkee, who for so many years was Fire Marshal of San Francisco, was mate of this ship and in after years he and Mr. Figel were closely associated as fellow firemen and friends. Mr. Figel is now the sole survivor of the passengers and crew of the ship of that memorable voyage, which occupied six months, and was by way of Cape Horn.

Although so much advanced in years Mr. Figel still takes an active interest in the concerns of life, and personally looks after his business as a merchant tailor.

A. P. RAYE.

Mr. A. P. Raye was one of the organizers of Eureka Hose Company No. 4, which was formed in 1863 and for a time ran as a company wholly distinct from the fire department. He was born in



Photo by Imperial Gallery A. P. RAYE

Canada, September 16, 1838, and came to California in March, 1854. He was brought up to the carpet and upholstery

business, and went to work in that line on his arrival in San Francisco. When a boy he ran with several of the volunteer companies, and it was mainly on his initiative that Eureka Hose Company was established. In 1866 he became exempt and for a time was a member of the Exempt Company. He was a volunteer fireman for about ten years and quitted the active ranks of the fireman when the volunteer department went out of existence.

DANIEL D. HAYES.

The name of "Hayes" is as familiar to firemen all over the United States as household words. Where is there a fireman, who has been a month in service, who does not know that the truck almost universally used in the various fire departments of all the important cities of the Union is a "Hayes" truck? Nevertheless, he may not know much about the inventor, or the reason why this particular apparatus was so named. The San Francisco Fire Department can boast the honor of having first introduced this truck into use. It was invented by a member of that department who conceived the idea, and wrought it out in the perfection of this useful apparatus, whilst he was filling the office of Superintendent of Steamers of this department. Mr. Daniel D. Hayes who enjoys the distinction of being the inventor of the truck named after him is still in the flesh. He is a native of New York City and did duty as an active fireman, in his native city prior to coming to California. For five years Mr. Hayes was a member of No. 2 Engine Company of the Volunteer Fire Department of New York, and for three years more he belonged to No. 42 Engine of the same department. He was, therefore, an experienced fireman before Fate directed his steps to the Gol-

den West. More than that, he was a machinist, with an original turn of mind and it was to this faculty that Mr. Hayes owes his success in life. After eight years of voluntary and patriotic service with the Volunteer Fire Department of the Empire City, Mr. Hayes severed his connection with that department and went to work for the celebrated Amoskeag Company of Manchester, N. H. He was the first engineer appointed in New York Fire Department.

His talents soon marked him out for special recognition by the Amoskeag Company and in 1866 he was placed in charge of the five steam fire engines of the Amoskeag patent, consigned by that company to the inchoate Fire Department of San Francisco. These were the engines ordered by the Board of Supervisors, in April, 1866, in anticipation of the advent of the paid fire department then in process of organization. Mr. Hayes brought these engines to this city via Panama, and having put them together on their arrival here, handed them over to the Supervisors. On the new department going into service in December, 1866, Mr. Hayes was offered, and accepted, the position of Superintendent of Steamers. He was the first man to fill that office, and for fourteen years, through all the storms of the political struggles of those years, his fitness and capacity for such an office were never questioned.

About the year 1868 he built the truck which has since made his name so famous. It completely revolutionized the methods of fighting a fire and entirely did away with the old hand, splice-ladder. A public trial of the apparatus was made, and was attended with signal success.

The fire department bought the Hayes truck at a cost of \$3,000 and great things were expected of it. But Chief Whitney,

for some inscrutable reason, was prejudiced against the new contrivance and refused to put it into service, and it was



Photo by
Imperial Gallery

DANIEL D. HAYES

relegated to a back seat. But the Harpending fire, and the disastrous failures of the ladders then in use, stirred up a storm of indignation at the ineffectiveness of the equipment of the department, and the press strongly urged a trial of the Hayes truck, purchased three years before. The opportunity came. On July 4th following the Harpending fire the fire department took part in the parade of that day, and the Hayes truck, which had been assigned to No. 1 Engine, was in the procession. An alarm was turned in and Chief Scannell ordered No. 1 Engine to the scene of the fire. Mr. Hayes took charge of his truck at this fire, which was on Washington street, and demonstrated beyond all shadow of a doubt the superior excellence of his apparatus. From that time the Hayes truck became famous. At the present

time there are about 290 Hayes trucks in service in the United States. Brooklyn has eighteen, Philadelphia fourteen and the fire departments of all the important cities are equipped with this ingenious invention of Mr. Hayes.

The overhead wires greatly interfered with the process of raising the ladder of the Hayes truck, and to meet this a "ground extension" was devised so that the ladder could be raised from the sidewalk. But to render this arrangement perfectly effective Mr. Hayes' inventive genius was called into requisition. He invented and patented a simple, but highly useful, lever by which the ground extension can be elevated from the sidewalk, and the ladder of the Hayes truck raised despite the presence of the overhead wires.

Mr. Hayes is also the inventor and patentee of a "brass, universal, hydrant connection," now in use on all the fire engines in this city.

The Hayes truck has a reputation that is not confined to this country. Some years ago Captain Shaw, the famous Chief of the London Fire Department, saw one of these apparatus and was so struck with its usefulness and effectiveness that he bought one for the special behoof of British Fire Departments. Mr. Hayes also built two steam fire engines in the early days for our fire department and fitted them with a Hayes patent pump. They were in service many years.

Mr. Hayes now represents the well-known La France Company of Elmira, New York, the builders of the La France fire engine, of which some twenty-five are in use in this city, and about fifteen of their boilers are being used on fire engines of other makes. He now takes life more leisurely and has a pretty and picturesque home amidst the quiet and rural beauty of Elmhurst.

FREDERICK A. GIBBS.

At the breaking out of the Revolution, the Gibbs family of Rhode Island occupied a front position in importance and prosperity. The paternal grandfather of Frederick A. Gibbs was a man highly honored and, respected in those early stirring days. He was the owner of a large fleet of vessels engaged in foreign trade in all parts of the world. At one time he was the owner of over sixty-eight vessels, the keels of which literally "vexed every sea," and under the decks of which were brought home the products of every clime. At his death he left a fortune of one million dollars. The father of Frederick A. Gibbs, William Channing Gibbs, became by inheritance a man of prosperity, and by his natural ability he added largely to that wealth. In 1812, he was sent to Europe by the United States Government with dispatches of great importance to one representative at the Court of France. He became an ardent admirer of and an adherent to the Emperor Napoleon, and on the return of the latter from Elba, Mr. Gibbs went to meet him on his approach to Paris. The emperor, who had been much attached to him before his exile, gave him a warm reception, and as a mark of the esteem in which he held him took from his own person the watch which he carried and hanging the chain over Mr. Gibbs' neck bade him wear it always as a testimonial of the reciprocal friendship which he entertained for the enthusiastic young American. The watch so presented is an heirloom in the Gibbs' family to this day. The emperor gave him an important command at Waterloo, in which battle he participated with bravery and ability, but only to witness the final downfall of his idol. Upon the capture of Paris by the allied forces of Europe Mr. Gibbs was arrested and imprisoned;

He was subsequently released, however, under sentence of banishment from France. On his return from Europe Mr. Gibbs was made the recipient of warm congratulations and ardent welcome. As an appreciation of the esteem in which he was held he was soon after elected Governor of Rhode Island, and for three successive terms held that important executive office, finally, firmly refusing further election and retiring to private life.



FREDERICK A. GIBBS

Frederick A. Gibbs, the subject of this sketch, was a native of Newport, Rhode Island, and graduated at Harvard in 1852. He came to California in 1854 and settled in Sacramento, going into the hardware business with Mr. Holmes under the firm name of Gibbs & Holmes. The young firm was soon known as one of the most prosperous and enterprising in the capital. In 1856 he was married by Bishop Kip in Grace Church. Mr. Gibbs was a progressive man and took an interest in everything that would

tend to advance the prosperity of Sacramento. He held many public positions of trust and responsibility, and was a popular and influential man. He was at one time Chairman of the Republican County Central Committee of Sacramento, member of the Republican State Central Committee and Chairman of the Second Congressional District of California. He was also elected school director by the citizens, and made an excellent record. Like his brothers he was a genuine fireman, and loved to run with the machine. He was a member of California No. 3 of Sacramento, and in early times, when the company needed financial aid on account of the losses incurred by the great historic fires of Sacramento no one did more for the Fire Department of Sacramento than Frederick A. Gibbs. In 1872 he came to San Francisco and went into the iron business with his brother, George W. Gibbs, and remained with him until his death.

With his splendid record in Sacramento as a public-spirited man, it was not long before his many friends in San Francisco invited him to represent the city as supervisor. He was elected in 1878-79, and was a member of the Board of Supervisors, representing the Eleventh Ward. Before he died, Mr. Gibbs was ailing for several years with a complication of diseases which at last deprived him of his life. The funeral services were held from the church of St. John the Evangelist. A large number of relations and friends filled the auditorium of the church, among whom were many prominent business men who had known the deceased in his lifetime. The impressive services were conducted by Rev. Dr. Spaulding, and the body was interred in Mountain View Cemetery, Oakland. He left a widow and one child, a daughter, who married the prominent attorney, Mr.

Alexander Heyneman; his wife, Mrs. Frederick A. Gibbs, has since died. No eulogy was delivered at the grave of Mr. Frederick A. Gibbs and none was necessary, for the dead merchant's sterling character and estimable social traits were known and appreciated throughout the community of which he had been for forty years so conspicuous a member.

JAMES O'DONNELL.

James O'Donnell was born in Ireland in the year 1831. He came to America in his young manhood and settled in New York at the age of fifteen years. In 1858 he decided to risk his fortunes in the new country, and came to California, where he has held many reponsible positions both on the Police Force and in public life, and is still hale and hearty at the age of sixty-nine years. In 1860 he



JAMES O'DONNELL

joined the Volunteer Fire Department, becoming a member of Pacific No. 8, commonly called "Sailor No. 8." He

had previously run with this company. He stayed with them until the paid Department went into service, at which time he became exempt, and to-day is one of the prominent members of this association. Mayor Sutro appointed him one of the committee to handle the relief fund allowed by the Legislature for the "Old Vamps" that needed assistance. This board elected him secretary, a position he filled with honor.

While Mr. O'Donnell has not amassed a fortune, at his advanced age he can look back with pride upon a life well and honorably spent, the press having given him deserving praise on one occasion in particular for his steadfastness to a trust. The event happened in 1879, while he was deputy sheriff. Saville, the forger, was making efforts to escape from the jail, and when an order came from the sheriff to let the prisoner out for a walk, O'Donnell, knowing he meant to escape, refused to honor it. By ignoring this order he lost his position, but when the prisoner escaped from his successor he was reinstated by the sheriff, who acknowledged his error. It was typical of the old fireman that he left his position rather than do a thing that he knew was wrong.

JAMES O'CALLAGHAN.

Captain James O'Callaghan of Broderick Engine No. 1, of the Exempt Fire Company, was a well-known Pioneer and, from the time of his arrival in California in 1849, was prominently identified with the growth and advancement of our city, both politically and commercially.

At the outbreak of the Mexican war, Captain O'Callaghan, then a resident of Brooklyn, New York, was in command of a company in the regiment of the New York State militia. The regiment volunteered its services and was just about

to be mustered in and sent to Mexico when the news came of General Scott's victories and the cessation of hostilities.



JAMES O'CALLAGHAN

About this time Fremont's glowing descriptions of the climate and scenery of California, which appeared in the New York papers, decided him to try his fortune in that then far away country. Together with several other business men of New York he formed a company, purchased and fitted out the ship *Flavius*, and on March 16, 1849, sailed from New York for the Golden Gate. Safely rounding Cape Horn anchor was dropped in San Francisco Bay on September 16, 1849, the voyage having lasted exactly six months. Proceeding to the mines Captain O'Callaghan mined during the winter of '49-'50 with success on the Feather river. He then returned to San Francisco and engaged in the business of buying and selling real estate, which, owing to the rapid growth of the young

city, offered wonderful opportunities for profitable investment.

In 1852, he was elected assessor of the city of San Francisco, and in the following year was re-elected. He was an officer of the California State Militia, being commissioned a Lieutenant of Cavalry by Governor Stanford.

In 1859, having purchased 700 acres of the celebrated Coppinger Grant in San Mateo county, he took up his residence there with his family, though he still retained his business interests in San Francisco.

He was elected Public Administrator of San Mateo county in 1865, which office he held up to the time of his death.

Captain O'Callaghan was a life member of the Society of California Pioneers.

His three sons, all of whom reside in this city are Thomas, assistant secretary of the Society of California Pioneers, Charles F., attorney-at-law and Daniel, of the wholesale commission firm of O'Callaghan, Nelson & Co.

JOHN STRATMAN.

No man takes keener pleasure in recounting his experience than the famous Major Jack Stratman, one of the most celebrated characters of the early history of San Francisco. With Frank Pixley and Philip Roach, two of the most gifted writers of the Pioneer days, he was one of the first to oppose the Chinese invasion to this country, long before Kearney was heard of. He hired Platt's hall on Montgomery street for Frank Pixley to speak on the Chinese question. He spoke in Cooper's Institute in New York while Hon. Phil Roach and Hon. Frank Pixley spoke in Chicago, but the Easterners ridiculed and hissed them off the stage. Ultimately Congress passed the Chinese restriction laws and the danger was passed.

Major Stratman was born in Philadelphia on the 24th of September, 1824. He attended public school in New York until he was ten or eleven years old, when he went to work at Pierce & Reeds, and became a power pressman. After working at the New York "Tribune" for awhile a restless spirit of adventure came over him and he ran away and went to sea. When he was fourteen or fifteen years of age he went



JOHN STRATMAN

to New Orleans and followed his trade at the "Commercial Times and Transcript." In 1846, everybody in the office quit and enlisted in the Mexican War. Major Jack Stratman was one of the leaders and soon displayed his invincible and dauntless spirit to his companions. They got down to Santiago on the Rio Grande two days after the fighting was over, and one day after the battle of Resaca De La Palma. It was in this battle that General Taylor gained his first great victory over the Mexicans. Cap-

tain May leaped his steed over the parapets and was among the gunners the next moment sabering them right and left.

The battle of Matamoras was on when their vessel approached the land. In their mad excitement they ran the boat ashore south of the mouth of the Rio Grande in their wild desire to get into the fight, and marched from the beach to Matamoras and encamped on the Rio Grande opposite. Soon after they took up their march and plunged into the thrilling battle of Buena Vista and fought there as only the unwhipped heroes of the new world could fight.

General Taylor looked amazed at the hard fighting that was going on around him and sententiously remarked, "D— those volunteers they do not know when they are licked."

After this battle Major Stratman, sick with fever and ague, was taken back to New Orleans. After thoroughly recovering from this attack of illness the Major joined the police force of New Orleans. He started for California in July, 1849, coming around the Horn, and arrived on January 10, 1850. After a varied experience, full of surprises and excitement, Major Jack Stratman opened a stationery store on Washington near Sansome street and did a large and prosperous business. He always took a great interest in politics and had many a hard fight with his opponents during the campaigns.

He joined Empire or Broderick Engine Company No. 1, in 1853-54 to please Dave Scannell and in order to vote for him for Chief Engineer of the Fire Department. Major Jack says the engine house was on Sacramento street near Kearny, and the engine was very heavy to handle and frequently got away from the boys and ran into the drug store on the northeastern corner of Kearny and Sacra-

mento streets, and severely damaged and wrecked the store, smashing the lamp-post, etc., in front of the drug store. Several men were killed by the engine and she was known as Broderick No. 1, the man-killer. On one occasion Major Stratman caught hold of the rope on the corner of Kearny and Washington streets to haul Broderick No. 1 up the steep Washington street hill. Just as they turned into Stockton somebody jumped on the ropes behind Stratman and he fell to the street, striking his left knee-cap against the cobblestones. The cords of the leg contracted and ever since that accident Major Stratman has suffered from the effects of that fall. Major Stratman bitterly opposed the "Pay Fire Department Bill" at the Legislature, and had the bill beaten three different times. When M. C. Boruck became secretary of the Senate he pushed the bill which finally passed. Boruck was an old fireman and was afterwards secretary to Governor Waterman.

Major Jack Stratman married in 1852 in Brooklyn, New York, and has had six children in his family, one of whom is dead. His four daughters are married, two of them, Mrs. Frank Maskey, wife of the well-known candy manufacturer on Kearny street, and Mrs. Charles Garthorne, wife of the photographer on Kearny street, live in this city. Mrs. W. W. Stryker, and Mrs. Charles Martin; the other two daughters are in Seattle, his only son, John Grant Stratman, named after General Grant, is with his father. Major Stratman is one of the oldest members of the Masonic order on the coast. He is a 33rd Degree Mason, F. and A. M., G. G. Lodge No. 30. He is Past Grand Chancellor, K. of P. and Supreme Representative, K. of P. He organized the K. of P. of California in 1865. He started the Territorial Pioneers,

which took in everybody who arrived in the State prior to the State being admitted to the Union, September 9, 1850. Major Stratman has a gold-headed cane that was presented to him on November 28, 1866, by the San Francisco Fire Department, also a solid gold badge of the Exempt Fire Company, of which he is an honored member.

Major Stratman was one of the founders of Downieville and went to New York with over \$100,000 in gold dust in 1852. He had a wonderful shaped gold nugget which looked like an eagle's wing, a long slab of solid gold, worth over \$10,000. He tried to sell the nugget to Barnum, who admired it greatly, but finally had it melted with his other gold.

Major Jack Stratman was treasurer of the Exempt Fire Company when the company had over \$100,000 in the treasury. He was the leader of the Grants Invincibles in 1868, and with others were elected delegates to the National Convention which nominated U. S. Grant for President of the United States. When Grant was before Richmond and Fredericksburg Major Stratman started the Grants Invincibles which soon became a power in politics. During the two Grant campaigns the Invincibles made frequent journeys to San Jose, Oakland and other interior points where they paraded at night with their white caps and torches and were the recipients of much attention from the citizens of those towns. From this organization afterwards sprung the Hayes Invincibles, the Blaine Invincibles and ultimately the Dirigo Club, which later on was changed to the Union League Club, at present one of the strongest of Republican institutions in the State.

When Major Stratman went East in 1868, he had a letter of introduction from

Governor F. F. Low to Abraham Lincoln, President of the United States, but Lincoln was assassinated just about the time he arrived in New York, and he never presented it but keeps it as a valued souvenir for his grandchildren. When he got into Washington Major Stratman distributed over two hundred yellow silk Grant Invincibles badges, and aroused great enthusiasm among the friends of Grant.

In 1860, Major Stratman was one of the original founders on the Pacific Coast of the Republican party and still cherishes the memory of that exciting period.

He is going to build a pleasant home for himself and wife and proposes to live in San Francisco for the rest of his days. With his grandchildren growing around him he can see himself as he was in the long ago days. He is a pleasant conversationalist and is still as bright and entertaining as ever, and can recall many interesting stories of Pioneer days.

THOMAS F. CASEY.

Thomas F. Casey has seen many years of service as an active fireman. He belonged to Rincon Hose Company of the Volunteer Department, and to Hose Company No. 2 and Engine Company No. 9 of the paid Department. As a boy, and before he was eligible for membership of a company, he ran with Manhattan Engine Company No. 2, and received his baptism of fire before he was out of his teens. Mr. Casey is a native of Chicago, and came to California in 1860. In April, 1865, he joined Rincon Hose Company, and stayed with it to the end. In November, 1870, he again assumed the arduous duties of a fireman, under the paid Department, and for a year ran with Hose Company No. 2. When that company was merged into Engine Company No. 9,

he swore allegiance to the new company, and soon became assistant foreman. Mr. Casey was no feather-bed fireman. He



Photo by
Imperial Gallery

THOMAS F. CASEY

fought fires for the love and glory of it, and for the excitement such scenes engendered. By profession he was a ship's clerk, and followed that occupation many years. On leaving the Fire Department he accepted a position in the City Hall, and afterwards became Collector on the harbor front. For the last three years he has been State Wharfinger of San Francisco, and is a familiar and popular figure on the water front.

BEN T. BOHEN.

No more enthusiastic fireman lives than genial Captain Bohem, Chief of the Detective Force, San Francisco Police Department, who belonged to "Monumental No. 6, the greatest Company on earth," so he expressed it with an earnest look and deep smile that was full of interesting old-time reminiscences.

Captain Bohen was born in the City of Baltimore on the 12th day of August, 1833, and came to California on the steamer Cortez, which arrived on October 16th, 1853. Upon his arrival he went to work at his trade as a shipsmith for the Phelps Manufacturing Company and remained with them over two years, getting a salary that averaged over forty-five dollars a week, a figure that simply amazed the young Baltimorean who looked upon himself as already a rich man. He brought a ticket from home to the Monumental Engine Company No. 6, and before he was here a month he became a member of the famous and celebrated company.

Every Baltimorean sought out that engine house as it was the headquarters and rendezvous of all Baltimoreans. In 1854, Walter J. his brother, came out

while going to their duty at the fire which destroyed the Niantic Hotel he and James H. Washington, a member of Monumental Company No. 6, received injuries from the effects of which they died after lingering some time.

Captain Bohen said that Monumental No. 6 was the largest, the most popular, and the strongest company in the town. Geo. H. Hossefross was the financial genius that guided the destinies of the company. He always had a list of the richest men in the city on the rolls and when a spread entertainment was arranged for, Hossefross would order "Peter Job," the caterer, to get up a royal banquet regardless of cost, and then would call on the wealthy members to "come up" for a hundred a piece. Their social receptions were always big events and brought together the best men in the city.

The many races and fights occurring between the Monumental and other engine companies was dwelt upon in a lively and graphic manner by Captain Bohen, who remembers them all as if it were but yesterday. In 1861 he joined the police force and in 1868 he became a detective. In 1897 he was promoted to Chief of the detective force and served with ability and distinction in this important position. In 1868 Captain Bohen married Miss Catherine King of Baltimore and has two daughters by the union.

One of the fights, said the Captain, about the last of the Volunteer Department, took place on Fourth street near Market one Sunday about noon; No. 5 was giving No. 3 a good dose, and was whipping her all out of shape, when Monumental No. 6 came flying along and took up the fight in defense of No. 3. It was a hot and exciting contest, and when the smoke passed away it was found



Photo by
Imperial Gallery.

BEN. T. BOHEN

from Baltimore with his mother, Mrs. Bohen. Walter was afterwards foreman of No. 6, and in 1865, by an accident

that Ned Flaherty of No. 5 and Cocky Stanton and Dan Casey of Monumental No. 6 were shot. It was during the war which made things rather uncomfortable all around.

Captain Bohlen said that the Monumental Engine Company No. 6 had the greatest hand engine in the world. It was a model of the Independents of Baltimore and was ordered by Chief Hossefross, who was determined to be at the head of the Champion Engine Company of the Pacific Coast, and he was successful to the day of his death.

F. F. TERRAMORSE.

F. F. Terramorse, born October 12, 1856, on the island of Corsica, France, left his native land when quite a young chap, and followed the sea for about twelve years. After arriving at his majority, he concluded to try his fortune on



F. F. TERRAMORSE

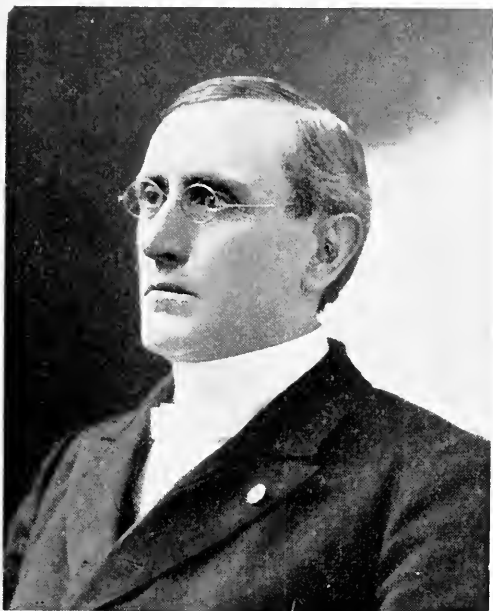
land instead of the water, establishing himself at New Westminster, B. C., and there joined Engine No. 1, known as Iyak

Company (the Indian name for "hurry up.") He was soon promoted to assistant foreman, and was with this company for three years, leaving that city for Portland, Ore., where he engaged in the manufacture of oil clothing. Mr. Terramorse, knowing what a benefactor a fire department was to a city, organized a hook and ladder company, and named the company Relief No. 3. He was elected foreman of this company for three consecutive years. Having no engine house at that time, the department being in its infancy, Mr. Terramorse generously made room in his own factory for Relief Company No. 3, until the city built them an engine house. For seven years Mr. Terramorse was an active member of the company until he came to San Francisco. Imbued with a kindly feeling for the firemen, he was soon made a member of the Volunteer Veteran Firemen of this city. Mr. Terramorse is the superintendent of the Goodyear Rubber Company.

DR. J. S. POTTS.

Prominent among the early settlers in California was Dr. J. S. Potts, who is proprietor of the J. S. Potts Drug Co., at 1016 Market street, which succeeded the Star-Baldwin Pharmacy at No. 1002 Marketstreet. Dr. Potts was born in Mexico, Missouri, and came to California during his young manhood in 1874 and settled in San Jose, where he practiced medicine with great success for twenty years, becoming during that time prominent in all public matters, and a warm advocate of efficient institutions for government. He became very largely interested in all moves to advance San Jose as a city. Building the Vendome Hotel there, which was accounted the handsomest structure of its kind in that part of the State, this and other large undertakings made his

name famous throughout the State as a professional man of enterprise and ability. During the existence of the Volunteer



DR. J. S. POTTS

Fire Department he took a great interest in its welfare, always subscribing to every move that was made for its welfare and advancement, for he recognized in this body of men characters that deserved the good will and esteem of every citizen. After leaving San Jose in 1894 he came to San Francisco, where he organized a company and built the Waldeck Hospital, which is the finest institution of its kind on the Coast. He was elected president of it, but later became so largely interested in the drug business that he gave it up, and devoted his entire energies to the upbuilding of this business. His measure of success has been complete, and his days of usefulness are not over, as has been evidenced by the prominent stand he takes with the Association of Retail Druggists of this city and other public matters.

FRANK G. EDWARDS.

Frank G. Edwards, the subject of this biographical sketch, was born in Oxford, England, April 26, 1822. His grandfather, on his mother's side, was on an English merchantman during the war of the American Revolution at the time it was captured by an American privateer. He was subsequently released, and returned to England.

On his grandfather's side his ancestry lived in the town of Woodstock as far back as the year 1600, the grandsire being connected with the house of the Duke of Marlborough as the medical adviser of that family. His boyhood was spent in Dorking, where he received a plain English education in the country school. At the age of 13, he left home for London, preferring the life of a great city to the monotonous quiet of a small village. Working at various employments during the next two years, he was finally apprenticed by his mother, at 15, to learn the trade of decorator and painter. His growth to mature manhood was marked by enduring strength and robust health, which naturally engendered a keen relish for all wholesome and manly activity and athletic exercise, and was greatly enhanced by a fearless indifference to danger. His love for the sea and travel amounted to a passion, and after having finished his trade he embarked for New York city in a Black Ball liner named Margaret Evans, where he arrived in the early forties at about the age of 23. He followed his trade in New York, New Orleans, St. Louis and other cities, visiting at least 17 States and accomplishing several sea voyages. While crossing the Atlantic he made a life-long friend of Captain Wm. Diederichsen, then a sailor before the mast, but who now is, and for many years past has

been, identified with the Shipowners' and Merchants' Tugboat Company. This old friend and admirer speaks of Mr. Edwards' great activity on shipboard and his readiness and desire to help where his aid was available. Under the impetus of the gold excitement in California, he took passage for the Golden Gate in the clipper ship Eureka. Having experienced a shipwreck and several delays, he finally reached San Francisco in '52, holding the position of second officer. At that early date the dwellings and business places were finished with cloth and paper, thus creating a great demand for workmen in that line of work, wages reaching as high as \$25 per day. He spent a short time at the gold mines, but soon returned to this city, where he found constant and remunerative employment at his trade. He finally started in business on his own account, and opened a wall paper store on Jackson street, afterwards removing to Clay street, between Kearny and Montgomery streets, which at that time was the principal business center of the city, and on which were located such well-known firms as the White House, City of Paris, Kohler & Chase and others. Continuing for many years in this location, his business grew to be the largest carpet and wall-paper store in the city. Meanwhile, the retail trade having drifted south, he was obliged to remove to Market street, in the Phelan Building, where he carried on his business for several years. At this period of his mercantile career he sustained heavy losses through the failure of numerous large creditors and defaulting employees. Later on he removed his place of business to Geary street, where at last, on account of diminished trade, he was compelled to close up his business in 1890. It was a severe blow to his financial

ambition to have the mercantile prospects of his life, to which he had given faithful, honest and generous attention for upwards of forty years, swept away, as it were, in a single day. It must be prominently noticed that during all of these years he was a most active citizen in all directions for the financial and social betterment of the city. He was a most unselfish man, being entirely devoid of mercenary motives in his voluntary espousal of everything for the best interests of the community. Immediately on his arrival in San Francisco from his tedious voyage around Cape Horn, he became greatly interested in the Fire Department of the city, which at that time comprised volunteer companies of men from various Eastern localities, from which they took their names, such as the Pennsylvanians, the Knickerbockers of New York, the Monumentals from Baltimore, etc. Mr. Edwards lost no time in joining the Pennsylvanians, which was the crack company of the town, and of which he soon became foreman. The apparatus consisted of hand-bar engines and leather hose. While connected with this company he put into service the first steam fire engine used in California. After the disbandment of the volunteer department, in 1866, he put into service the first Amoskeag engine ever used in this city, and which has been in almost constant use to the present time. He was a staunch friend of the late Chief Engineer David Scannell, whom he loved as a brother. He was appointed to the office of Fire Commissioner in 1879 by the late Hon. Selden S. Wright. His interest in this department of the city government, including its officers and men, was active and thorough. It was never relaxed until the day of his death, his last words being relative to

those with whom he had been so ardently and helpfully associated for so many years. At the time of his appointment as Fire Commissioner the apparatus

improvements in the department amounting almost to a complete revolution. In the year 1883 Mr. Edwards and several of his associates received terrible injuries



Frank G. Edwards

included 12 engine companies, 4 truck companies and 8 hose companies. It has since been increased to 36 engine companies, 8 truck companies, 7 chemical companies, 2 monitor batteries and one water tower, with corresponding im-

provements in the discharge of their duties by the explosion of a large gas main under the entrance to the Palace Hotel. District Engineer John E. Ross died from injuries received at that time, and others who were badly hurt, together with the

subject of this sketch, have finally "passed to the land beyond the blue." Mr. Edwards never fully recovered from his injuries, which he carried to his grave, and which he patiently endured with increased suffering during the last few years of his life. In his official career personal danger was a word unknown to him, and yet his care of the men under his charge was so watchful that he never lost a man. Mr. Edwards devoted much of his time to other public interests. He was one of the original charter members of the Mechanics' Institute, his name being third on the list. In 1868 he was awarded a silver medal and diploma for the first wall-paper printed on the Pacific Coast. The California Society for the Prevention of Cruelty to Animals, of which he was a director, received his hearty and active support for many years. The Dashaway Association (a great factor in the temperance cause in early days) was an institution to which he devoted much of his time and money from 1863 to 1882. He was also for many years president of the Home for the Care of Inebriates, which accomplished great good in rescuing the young and old of both sexes from the degradation of a drunkard's grave. During his long life of over three-quarters of a century he was a total abstainer from all intoxicants and tobacco. During the troublesome times of 1856 he was a member of that historic organization known as the Vigilance Committee. The California Rifle Association and Long-Range Shooting Club included his name in their list of members, and he won high honors as a rifle shot. He took great interest in athletic sports, being a member for a number of years of the Olympic Club. Swimming was his delight, and he was

never happier than in the water. The last ten years of his active out-of-door life were spent largely in his department buggy. Flowers, trees and sunshine were an essential joy of his life, down to the hour of his death.

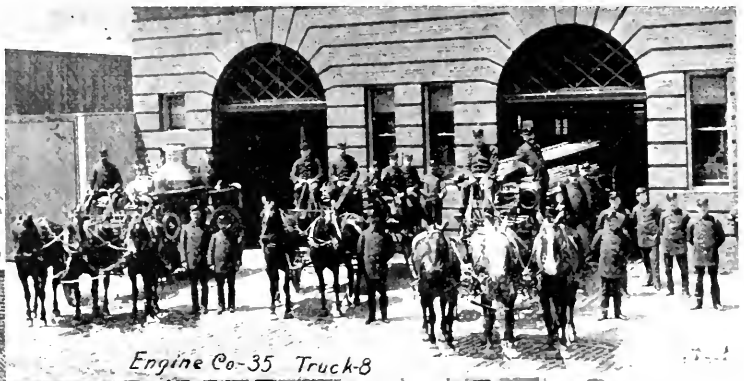
He passed through all of the Masonic lodges, and for several years was a Knight Templar. In politics Mr. Edwards was a staunch Democrat, and was an organizer and member of the California State Democratic Club. On the 24th day of July, 1861, he was married to Miss Ellen J. Carter, a native of Brooklyn, New York, but who, having located in San Francisco with her parents when she was but a child, grew up and was educated in this city, where she first met her husband. They were married by the late Bishop Kipp of the Episcopal Communion in Grace Church.

Mr. Edwards was the ardent lover of his wife to the day of his death, and his manly and tender devotion was intensely reciprocated by the true and loving life that was committed to his care. On the 6th of May, 1900, he peacefully closed his gentle gaze on all earthly scenes. His long and prominent identification with the Fire Department of San Francisco had greatly endeared him to the entire force of that organization, who felt that his death was a personal bereavement. A very large representation of the department attended his funeral and marched in procession to the Masonic Cemetery, the place of interment, and covered his grave with choice flowers. As an unusual mark of respect the fire bells were tolled as soon as notice of Mr. Edwards' decease had been received. He was a manly man, loyal through and through to all that was best and worthiest in human life.

...THE...

San Francisco Fire Department

OF TO-DAY



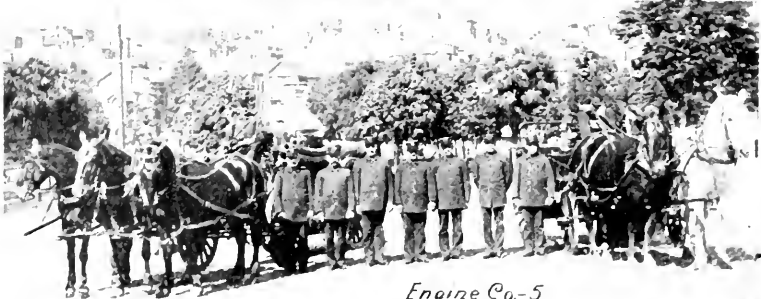
Engine Co-35 Truck-8



Engine Co-7



Engine Co-6



Engine Co.-5

San Francisco Fire Department

PRESENT TIME

THE old Volunteer Department was moved by a spirit of chivalry, and was invested with a certain element of romance. It had sprung into existence from the urgent necessities of the time. Something had to be done, and done quickly, to provide protection against conflagrations in the rapidly growing community, and the response made by the citizens was a grand manifestation of the patriotic spirit that animated the men who voluntarily took upon themselves the burden of performing the onerous duties of a fire-fighter. It had drawn together all sorts and conditions of men to serve a common cause whose aim was the public good, and had bred and developed a spirit of comradeship and good feeling amongst the members of each company that promoted a healthy feeling of loyalty amongst the members to their own particular company. This feeling served to quicken and intensify the spirit of rivalry amongst the different companies, and sometimes the zeal and enthusiasm of the more ardent members ran to excess and provoked reprisals. A notable instance of this occurred at a fire on Fourth street one Sunday afternoon, when the companies had turned out in response to an alarm. A quarrel arose between some of the companies which soon developed into a riot, and a serious collision occurred between some of the companies during which pistols were drawn and shots exchanged. This conflict hastened the advent of the paid Fire Department. But the necessary legislation authorizing the formation of a paid

department was a thing of slow growth and met with strong opposition in its passage through the Legislature. The "Old Vamps" had cultivated a feeling akin to affection for their volunteer organization, and were not disposed to quietly submit to any legislative decree that would sound the death knell of an institution to which they had become so strongly attached. The debates in the Legislature on the measure for the establishment of a paid department were hotly contested and often acrimonious, and the opposition to the Bill was so strong, in some quarters, that many people predicted serious riots would ensue if ever the measure became law. But these prophets of evil were a long way out in their reckoning for no sooner had the law passed and received the Governor's assent than the volunteer fireman bowed to the inevitable and accepted the situation with a proper and praiseworthy public spirit.

Mention has already been made of the manner in which the old department went out of existence on the night of December 2, 1866, and of the run the old boys had on that occasion when the false alarm was turned in.

A few hours later, about 3 o'clock in the morning of December 3rd, an alarm came in from Folsom and Second streets, where a small fruit store was on fire. This was the baptism of fire of the new department, and called together for the first time the forces of the newly-born paid Fire Department. At this fire the members of both departments met, and

the two Chiefs—David Scannell, representing the old, and Frank Whitney, the new—shook hands, the one in token of his surrender of the Chief's baton, the other in acknowledgment of the generous act. This effectually silenced all carpers and would-be censors, and buried the last remnant of any soreness that might have previously existed amongst some of the members of the old department.

By the provisions of the act of the Legislature authorizing the creation of a paid Fire Department, a Board of Fire Commissioners for the city and county of San Francisco was to be appointed. Such board was to consist of five persons of good character and standing, who were to be citizens of the United States and residents of the city or county for at least two years. The Fire Department was to consist of a chief engineer, two assistant engineers, one corporation yard-keeper, six steam fire engine companies, each of which was to have one foreman, one engineer, one driver, one fireman and eight extra men. Two hook and ladder companies, to consist each of one foreman, one driver, one tillerman and twelve extra men, and three hose companies, to consist each of one foreman, one driver, one steward and six extra men.

Each steam fire engine company was to have one steamer fire engine, one hose reel with 1,000 feet of hose, and not more than four horses; each hook and ladder company one hose reel and 1,000 feet of hose and one horse.

The statute empowered the Supervisors of the city to increase or diminish the companies and to organize volunteer companies for outside districts of the city and county as they should see fit. It also provided for the salaries of officers and men, and enacted that all paid firemen, except the foreman and extra men,

were to give their undivided attention to their respective duties. The Board of Supervisors was authorized to pass ordinances and the Fire Commissioners to adopt rules and regulations for the government, management, control and discipline of the Fire Department, and to prescribe the duties of officers and members. It authorized the Supervisors to set aside \$35,000 for the purchase of steam fire engines and all necessary equipment, \$55,000 for salaries and \$22,000 for running expenses. A term of three years and six months' service conferred upon a fireman the same privileges and immunities as those enjoyed by the Exempt firemen of the volunteer companies in respect of their non-liability for jury duty or military service.

The salaries of the officers and men were fixed by the statute as follows: Chief engineer, \$250 per month; assistant engineer, \$100; foreman, \$30; engineer, \$80; driver, \$60; stoker, \$50; tillerman, \$50; steward, \$50; and extra man, \$20; corporation yard-keeper, \$50. The term of office of the chief engineer and assistant engineer was fixed at two years.

The Board of Fire Commissioners was constituted in the following way: Two members were to be elected by the people, one member was to be appointed by the Board of Supervisors, and the remaining two members were to be appointed by the Board of Fire Underwriters.

On September 5, 1866, the first election took place, under the new organization, of the two representatives of the people on the Board of Fire Commissioners. This resulted in the return of Ben H. Freeman and John V. McElwee. On September 10th the Board of Supervisors appointed Jacob T. Dimon to the



Engine No-10 Monitor Battery-1



Engine No-1



Truck-7 Chemical-7



Engine No-29

board as their nominee, and on September 14th the Board of Underwriters appointed Erastus N. Torrey and John C. Merrill as their representatives, thus completing the constitution of the board.

The term of office of the Commissioners was five years. One Commissioner was to retire yearly, the classification for their respective terms to be determined by lot. Torrey drew the five-year term, Merrill four years, Freeman three years, McElwee two years and Dimon one year. John P. Jourdan was appointed clerk to the board. Thus was formed the first Board of Fire Commissioners of the paid Fire Department of San Francisco.

One of the first acts of the board was to appoint executive officers, and on October 6, 1866, F. E. R. Whitney was appointed chief engineer; H. W. Burckes, first assistant chief; and Charles H. Ackerson, second assistant chief.

Daved Scannell, who was always a popular idol amongst the firemen, refused to allow his name to be submitted for the office of Chief Engineer as he desired, in this way, to show his loyalty to the Volunteer Department and his affection to his old comrades. Whitney had a long and honorable record as a fireman behind him, but he was stern and unbending and lacked the faculty of making friendships that Scannell so eminently enjoyed.

The Board of Supervisors had considerably anticipated events in certain directions and in April 1866 a special committee of the Supervisors purchased, by telegraph, of the Amoskeag Manufacturing Company of Manchester, New Hampshire, four steam fire engines of their patent; one of the first and three of the second class, and one hose reel for \$17,655.

In July of the same year, a committee of the Supervisors consisting of Chas.

H. Stanyan, J. Rowell, and A. J. Shrader, had bought twenty-seven horses for the new Department, so that the many duties of the incoming Board of Fire Commissioners were lightened to this extent. The Department went into active operation the first Monday in December, 1866. Daniel Hayes was appointed Superintendent of Steamers and William Free Assistant-Superintendent of Steamers; Tom Sawyer, Corporation Yard Keeper; and John L. Durkee, Fire Marshall.

The pioneer companies of the new Department, together with the names of the original members of each company are as follows:

Engine Company No. 1.—Jackson street. Foreman, W. O. T. Smith; engineer, S. Colwell; driver, J. Waters; stoker, John Day; extramen, assistant foreman, Joseph Augustus, Joseph B. Butler, William Brewer, Wm. H. Godfrey, H. Hazeltine, Wm. J. Smith, Theo. Brown and J. E. Townsend.

Engine Company No. 2.—Bush street. Foreman, J. J. Kelley; engineer, P. Fleming; driver, Jas. Clasby; stoker, W. B. Beals; extramen, assistant foreman, B. C. Donnellan, Thos. Sands, Wm. B. Fleming, Robert Maguire, Peter O'Reilly, Sam Davis, James H. Earl and P. J. Stockinger.

Engine Company No. 3.—Sutter street. Foreman, M. E. Fitzgibbons; engineer, J. S. Rainey, Jr.; driver, E. G. Bates; stoker, Ed. Caine; extramen, assistant foreman, John Carroll; J. B. Taylor, Jr., John McKevenan, Ed. Elliott, E. F. Maynard, Daniel Wiles, G. W. Pierce and C. E. Duisenberg.

Engine Company No. 4.—Second street. Foreman, James E. Mitchell; engineer, J. S. Jones; driver, J. Swanton; stoker, J. Romer; extramen, assistant foreman, Sam McDowell, Charles W. Hilton, John

Althoff, John Tickner, John H. Schullter, A. B. Sprague, Henry Specter, G. W. Emmons and J. E. Bailey.

Engine Company No. 5.—Stockton street. Foreman, John E. Ross; engineer, W. Gough; driver, W. H. Treadway; stoker, M. Byron; extramen, assistant foreman, Thos. Langan, Alfred Devoe, John Gallagher, Alex. Hey, Alonzo Brandt, John Mahoney, Thos. Bulger, Steven Bunner.

Engine Company No. 6.—Sixth street. Foreman, Adam Smith; Engineer, H. Freeman; Driver, Richard Tennant; Stoker, J. Conway; Extramen, T. J. Little, J. Riley, James Conway, Chr. Cox, Wm. Pendergast, Thos. Donnecliff and Thos. Farrey.

Hose Company No. 1.—Jackson street. Foreman, W. G. Olwell; Driver, G. Luther; Steward, Mathew Brady; Extramen, Assistant Foreman, John Shanley, J. H. T. Smith, John J. Sheay, H. R. Taylor, Richard Cox and George Burr.

Hose Company No. 2.—Folsom street. Foreman, Robert Cleary; Driver, B. Wolff; Steward, John Cook; Extramen, Assistant Foremen, H. Rider, C. Dunker, F. K. Krauth, Jr., C. M. Calwell, Eugene Tucker and C. Haggarty.

Hose Company No. 3.—Foreman, H. D. Claffey; Driver, B. Wolff; Steward, M. Doughty; Extramen, Assistant Foremen, John A. Kelly, H. C. Wilber, Lui Farney, E. R. Fogarty, B. F. Sheay and Edward Morgan.

Hose Company No. 4.—Stockton street. Foreman, B. Wolff; Extramen, Edward Turley, Chas. Rossiter, James Rodger, Geo. Clinton, Jas. Gallagher and John Kennedy.

Hose Company No. 5.—Foreman, Isaac V. Denniston; Driver, Thos. Kearney; Steward, J. Crowley; Extramen, Jas. Herbert, Ed. Daley, John Crowley, W. H. Mason, Wm. H. Shear, P. Fitzsimmons.

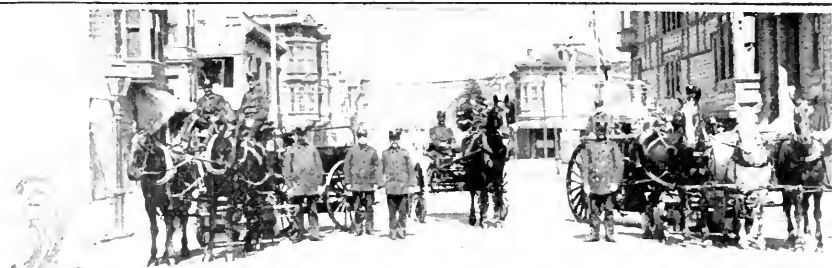
Hook and Ladder Company No. 1.—Broadway. Foreman, A. Bourgeois; driver, George Luther; tillerman, M. Phillips; extramen, assistant foreman, L. Mortier, F. Garnier, J. Gillett, Ernest Toppaine, H. Lallemand, Aug. Sundtag, S. Mistre, P. Quintal, Louis Barrand, T. A. Michel, A. Brerson, E. Otteman.

Hook and Ladder Company No. 2.—O'Farrell street. Foreman, Fred Roskamp; driver, J. O. Bayard; tillerman, H. Roskamp; extramen, assistant foreman, J. T. Riley, G. R. Freiermuth, Sam Rutcliff, John Connolley, John Rodey, James Sinclair, Henry Marion, H. Lehmukule, Chas. E. Franz, Nelson B. Adams, L. Marks and W. Stuart.

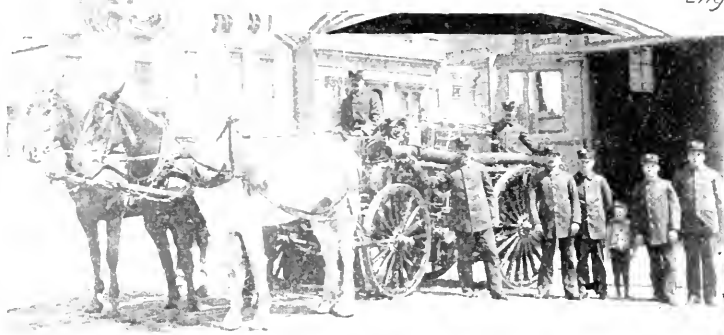
Besides these companies there were certain emergency stations where apparatus was placed, without organized companies. They were as follows:

At Central Railroad Stables, on Brannon street, between Eighth and Ninth streets, one hand hose reel with 700 feet of hose. At Hayes Valley, Grove street, between Laguna and Octavia, one hand hose reel with 350 feet of hose. At San Francisco and Pacific Sugar Refinery, Eighth and Brannan streets, one hand hose reel with 450 feet of hose. On Ellis street, between Powell and Mason, in charge of P. Finnegan, 300 feet of hose. In charge of H. Koster, corner of Croop and Townsend streets, 250 feet of hose. At Vallejo and Montgomery streets, 250 feet of hose. At South Park Livery Stables, 100 feet of hose. At the Potrero, one hand engine, reel and 400 feet of hose, and a battering ram at the corners, Richmond and Battery streets, Richmond and Front streets, and Merchant and Front streets.

As already mentioned, the new department had not long to wait for an opportunity to prove the "metal of its pasture," as on the morning of December 3d it had



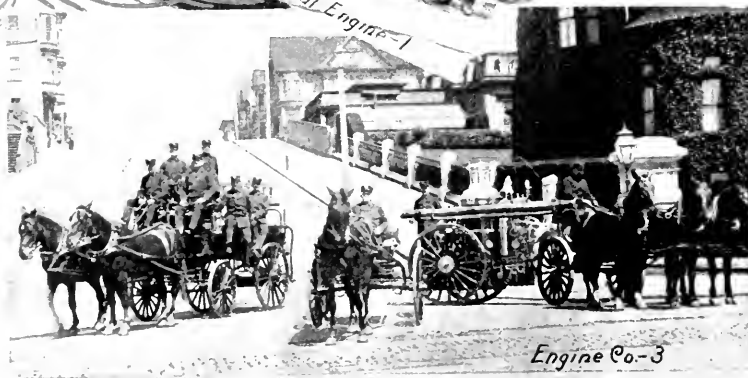
Engine Co.-27



Engine Co.-28



Chemical Engine-7



Engine Co.-3

to turn out to a fire at a fruit store at the corner of Second and Folsom streets. The fire was speedily extinguished by a single stream from Engine Company No. 4.

During the first month of its existence, the department turned out twenty-two fires, aggregating a loss in the destruction of property and goods of \$43,550. The first big conflagration the department had to combat was the burning of the Cosmopolitan Hotel, April 24, 1867, about four months after the department had commenced active operations. The loss by this fire was estimated at \$150,000. The fire was fought with all the engines then in service. The fourth and fifth stories were partly destroyed, and the fire was checked in the third story. At this fire the men were on continuous duty for six hours.

(When the paid department first went into operation the apparatus did not give warning of its approach, as no bells or other contrivance were attached. The hurried flight of the engines to the scene of a fire provoked a good deal of hostile comment, and disasters from collisions were generally predicted. To drive a fire engine through crowded streets, drawn by a team of horses going at their topmost speed, was a very different thing to dragging an engine behind a crowd of men, as was the custom in earlier days. In this way the bell came into use to sound a warning of the approach of the apparatus. The code of the fire alarm telegraph, published in December, 1886, prescribed the system of alarms. On an alarm being given the firebell at the city hall was rung, and also the bells at No. 5 engine house on Stockton street and No. 6 engine house on Sixth street, and all the *gongs* in the other engine houses struck the number of the box from which the alarm was received. On a second alarm being struck for the same

fire, it was considered a general alarm. Second alarms were only turned in by the Chief Engineer or his assistants.

The salaries were evidently considered inadequate, and probably gave rise to a good deal of grumbling, for in 1867, by an amending act of the Legislature, all the salaries, except that of the Chief, were raised. The assistant engineers were fixed at \$140 per month; the superintendent corporation yard, \$75; foreman, \$45; engineer, \$140; driver, \$75; stoker, \$75; tillerman, \$75; steward, \$65; hoseman, \$35; and hook and ladder man, \$35. This increase was evidently due to the difficulty of getting the extramens to attend to their duties as firemen. Chief Whitney, in the first report he submitted to the Board of Fire Commissioners, called attention to this fact, and stated that the reason the men failed to appear at a fire was because the pay was so poor and they were afraid of losing their positions. At several fires some of the engines were undermanned. For the first seven months of Chief Whitney's rule, that is to say, up to the end of June, 1867, there had been 159 fires, 44 of which were suspected as of incendiary origin. Incendiarism was disastrously rife, and for many years the police authorities were quite unable to cope with the evil.

About this time Mr. Daniel D. Hayes, the Superintendent of Steamers, constructed a new style of four-wheeled horse hose carriage. Mr. Hayes has since become famous in Fire Department circles as the inventor of the improved truck which bears his name. Strange to say, the authorities were afraid to make a practical trial of the efficacy of this truck at fires for nearly three years after the truck had been made and its usefulness demonstrated.

F. E. R. Whitney filled the office of chief engineer till July 20, 1870, upon which date Charles H. Ackerson assumed the reins of office of Chief of the Fire Department. Cornelius Mooney became first assistant and George W. Corbell second assistant. During Whitney's administration there had been 897 fires, and 900 buildings had been destroyed, resulting in a total loss of \$1,924,635. The most serious fire of Whitney's administration was the burning of the Cosmopolitan Hotel.

Chief Ackerson's term of office was of brief duration as on April 3, 1871, David Scannell took the helm. Matters in the Fire Department had not been running smoothly and the evil influence of political partisanship was having a demoralizing effect. Scannell's appointment gave general satisfaction, not only in the city, but in all the surrounding districts. Letters and telegrams poured in upon him from different parts of the State congratulating him, in the warmest terms, on his accession to the office of chief engineer. Some five hundred members of the old volunteers turned out at night in honor of the event, and marched through the principal streets headed by "Kidd's" band, drawing the famous "Old Tub" of 1849, and carrying banners with appropriate inscriptions. C. Mooney was again 1st Assistant and Mathew Brady 2nd Assistant.

In 1871, during Scannell's tenure of office a disastrous fire broke out in the Harpending business block on south side of Market street, which exposed many weak spots in the department. It originated at 539 Market street in premises occupied by Rohr & Son. The Harpending block had only been erected during the preceding year and consisted of eight brick buildings, three stories in height. The occupants of these stores were Red-

ington, Hostetter & Co.; Thurnauer & Zinn; Oulif, Wiener and Dato; J. Rohr & Son; F. Topplitz; Phelan & Collender; L. E. Week & Co.; F. A. Seiberlick and Lazard Freres. The stock of goods of nine large business firms was reduced to ashes and the loss was estimated at from \$700,000 to \$1,000,000.

At this fire it was found that the department had not a ladder that would reach to the top of the third story. The ladders in use were of a very inferior kind and broke of their own weight when placed against a building, and to increase the discomfiture of the firemen the engines were unable to throw a stream high enough to hold the flames in check. Nor were these troubles the only cause of woe to the brave men who were contending with the fire as the hose burst continually and paralyzed the efforts of the firemen in conquering the foe.

The "Old Vamps" threw themselves into the forefront of the battle, and gave willing and valuable assistance in helping to smother the fire, but owing to the defective weapons at their disposal the firemen of both schools—old and new—could not accomplish such satisfactory results as their pluck and energy deserved.

This fire raised a storm of indignation in the public press, and grave charges were made of mismanagement against the fire department. Chief Scannell was ill and was consequently unable to take charge of the operations for extinguishing the conflagration, but this fire caused the Board of Fire Commissioners to "put their house in order" and make good the deficiencies of the department.

Unfortunately, politics appear to have become a formidable factor in the policy and management of the Board, and a year later the entire disorganization of the department was threatened from the same cause.

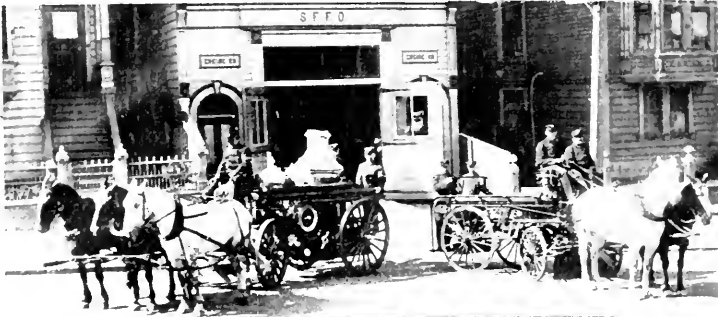
During the year 1871, a ruthless gang of incendiaries infested the city, and unfortunately were able to consummate some of their diabolical schemes. They set Butchertown ablaze, which had only recently been built to accommodate the knights of the cleaver, who had been compelled, by a city ordinance, to remove their quarters from Brannan street, and a few days later this same gang made a determined attempt to destroy a block of buildings bounded by Market, Fourth and Stevenson streets. Fire was discovered in five different places in this block, so that there was little doubt that the brand of the incendiary had been doing its devilish work, but the promptness and efficiency of the department soon checkmated the villainous designs of these lawless persons and averted the damage that might have been done. So frequent were these incendiary outbreaks, just about this time, that many prominent citizens publically expressed their intention of sitting up and watching their premises during the night.

In 1873 the department was in a veritable sea of troubles. In April of that year the Board of Fire Commissioners removed Chief Scannell from his office and appointed Whitney in his place. A judgment of the Supreme Court decided that Mr. Merrill was entitled to a seat on the board, then claimed and held by Mr. Bulger, and so strong was the spirit of partisanship between the contending factions that Chief Scannell was sacrificed.

A general election was approaching, and the conduct of the board had a marked political bearing. But not only were political inclinations allowed to sway the judgment of the board, but religious prejudices unfortunately crept in, and a long and bitter conflict was waged in consequence. The removal of Scannell was such a transparent political

job that the Board of Engineers and foremen of the Fire Department, to mark their sense of the injustice, met and passed resolutions complimentary to Scannell and testifying to their confidence and loyalty. Mr. J. J. Kelley, foreman of Engine Company No. 2, fathered these resolutions. But Whitney, once in the saddle, was not the sort of man to be easily put down, and he caused to be removed forty-eight men of the department against whom no charge had been made, and against whom not one word could be urged as to their competency. Their places were filled by partisans of the new Chief, and as a result of this a number of the foremen resigned.

Whitney had as his first assistant H. W. Burckes; M. Brady, second assistant; George W. Corbell, third; and Bernard Wolff, fourth. Whitney's triumph was of brief duration. Before the year was out a new Board of Commissioners was elected, and on December 1, 1873, Scannell was reappointed Chief. Whitney, however, clung tenaciously to office, and claimed that his removal was illegal, as the meeting of the Board of Commissioners, as he alleged, was irregular. He declined to turn over the department to Scannell. At this time the department presented the singular and curious spectacle of having two rival Boards of Commissioners, each claiming the exclusive right to act. The two boards met for the transaction of business at the same time and in the same room. Each board had its own clerk, and each refused to recognize the right of the other to act. The two presiding officers entertained and put different motions at the same time, and the clerk called different roll-calls on the various motions which were declared carried. One board supported Scannell, the other Whitney. The old board consisted of



Engine Co.-23



Engine Co.-18

PHOTO
C.F.



Engine Co.-21 Truck Co.-6



Engine Co.-33.

Messrs. Torrey, Freeman, Rainey and Story, and the new of Messrs. Sloss, Ford, Edwards and Torrey. The terms of Messrs. Freeman and Rainey had expired, and the latter refused to attend this unique meeting. Wm. Martin was clerk of the first-named board and T. P. Shine of the latter. The new board, duly constituted, elected Scannell Chief, and a warrant was issued for the arrest of Whitney for unlawfully refusing to surrender the office of Chief Engineer of the Fire Department to his successor.

Scannell, at the time of this interesting encounter, was visiting the Eastern States, and it was during his absence that he was elected. On his return a royal demonstration of welcome was accorded him. He was met at the Oakland pier and escorted to the house of the Exempt Company on Brenham Place. A parade was arranged in his honor, marshalled by Frank G. Edwards, aided by John P. Shine and A. C. Imbrie, and headed by the Veterans of the Mexican War and a delegation of pioneers. The old volunteer firemen, 500 strong, turned out with the old No. 1 engine, whilst a band added to the pomp and circumstance of the occasion. All the notabilities of the fire department were present, and numerous leading citizens, to greet the returning chief.

This year was also memorable for a somewhat novel expedient for reporting fires. The tower of the Masonic Temple was converted into a watch tower, where two men, at a salary of \$100 each per month, were stationed, on watch from 5:30 P. M. to 7:30 A. M., to give warning in case of fire. The object of the new arrangement was to prevent delay in reporting a fire in case the signal wires from any cause got out of order during the night. It was supposed that the watchman from his elevated position

would be able to discover any blaze that might occur during the time the wires were so disarranged. His duty then was to transmit the number of the nearest signal box to the central office, and the alarm would be given as though it had been turned in from that signal box. Messrs. M. E. Edwards and M. A. Singleton were the watchmen. After a few months' trial the experiment was discontinued.

Associated with Chief Scannell for 1874 were M. Brady, John E. Ross, James Riley and George W. Corbell as assistant engineers. During 1875 and 1876 no change was made in the staff of officers.

The fund for the relief of sick and disabled members of the department was established in 1868. The same year Stephen T. King, General Agent of the Brooklyn Life Insurance Company, tendered a life insurance policy of \$1,000 each to ten members of the Fire Department without any charge for premium.

On July 4th every year, commencing 1867, the department paraded. The turnout of the men and apparatus was the most attractive feature of the parade but on July 4, 1872, while the parade was in progress, a fire occurred which caused great loss. In consequence of this the department ceased to take any part in the celebrations of the "Fourth."

In 1877 M. Brady was assistant chief, and James Riley, John E. Ross, A. C. Imbrie and G. W. Kennard assistant engineers, and that same staff was maintained without any change until 1882.

A new departure was made in July, 1878, by the organization of a fire boat company. The tug, Governor Irwin, was commissioned and rendered valuable service on city front and harbor. It was fitted with suitable apparatus and 1,200 feet of 2½ inch carbolized hose. The

boat was located at Broadway wharf. After a brief period of service it was discontinued but in 1880 was re-commissioned as Hose Company No. 9.

In 1882, Chief Scannell's officers were James Riley, assistant chief, and John McCarthy, Thomas Sands, A. C. Imbrie and G. W. Kennard assistant engineers. In September of this year M. Brady, who for several years had been assistant chief engineer was thrown violently from his buggy while hastening to the scene of a fire, and the injuries he sustained caused his death. The following year John E. Ross, district engineer, also met his death in the discharge of his duty, owing to an explosion of gas in the basement of the Palace Hotel. Thirty-five persons were more or less seriously injured by this explosion.

In 1886, present Chief D. T. Sullivan took Thomas Sand's place as assistant engineer, the other officers remaining the same as for the preceding four years.

In 1887, James Riley was 1st assistant chief, G. W. Kennard 2nd assistant chief and Dennis T. Sullivan, John McCarthy, John Dougherty, Edward F. McKittrick and Michael J. Dolan, assistant engineers. In 1888 D. T. Sullivan became assistant chief, and G. W. Kennard 2nd assistant chief, while the staff of assistant engineers comprised P. H. Shaughnessy, George Walsh, John Wills, E. F. McKittrick, John McCarthy, and M. J. Dolan. In 1889 and 1890 there was no change. In 1891 the name of John Dougherty was added to the list of assistant engineers.

On the 30th of March, 1893, Chief Scannell died. He literally died in harness. For 43 years he had been a member of the Fire Department of San Francisco, and for over a quarter of a century had been Chief Engineer. He was a born leader of men, a thoroughly

capable fireman, a good organizer and an ideal chief. He was a native of New York city, where he was born January 31, 1820. Nature intended him for a fireman, and in 1848 he was foreman of Engine Company No. 5 of the New York Volunteer Fire Department. He was a veteran of the Mexican War, and came to California in 1851. During his life he was the recipient of many marks of favor and esteem at the hands of the citizens and of his comrades.

In 1856 he was Sheriff of San Francisco. His death called forth general expressions of regret, and his remains were followed by a vast concourse of people to their last resting place in the firemen's plot at Laurel Hill Cemetery.

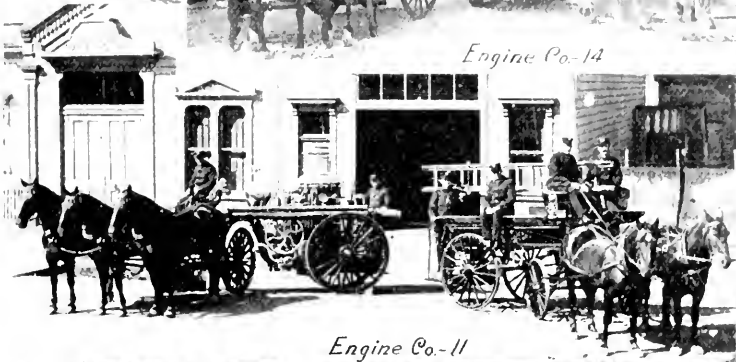
By his will he left a sum of \$2,000, the annual interest of which is to be applied to the purchase of suitable medals to reward firemen who have performed any meritorious service, at personal risk of their own lives, whilst in the discharge of their duty. The Chief Engineer of the fire department and the Mayor of the city are the custodians of the fund. Since Chief Scannell's death, this medal has been awarded four times.

The Board of Fire Commissioners, with the laudable desire of placing on permanent record the name of the person who has earned this medal, or who has performed any act of valor deserving of public recognition, have established a "Roll of Honor" of the San Francisco Fire Department. It is a large and handsomely bound volume, of chaste and elaborate design, and constructed with an idea of its permanency. In the opening pages the following resolutions occur:

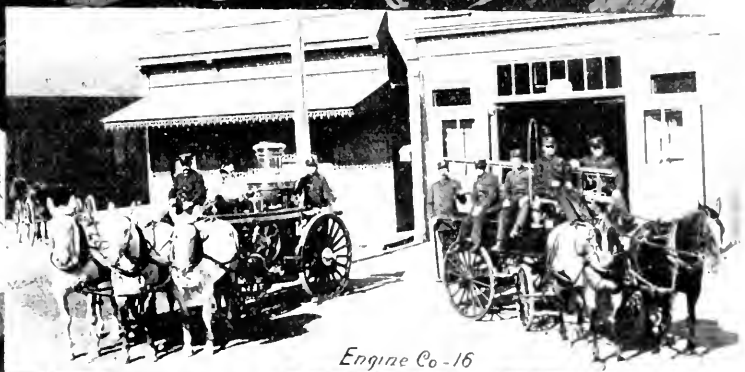
WHEREAS, the Board of Fire Commissioners, composed of the following gentlemen, to wit, Colin M. Boyd, John W. McDonald, Joseph Marshall, Frank T. Edwards and George T. Bohen, at a meeting of said Commissioners held



Engine Co-14



Engine Co-11



Engine Co-16



Engine Co-34

on the 15th day of December, 1898, received a communication from the Chief Engineer of the Fire Department, D. T. Sullivan, calling the attention of the Commissioners to the fact that no record is kept by the Trustees of the "Scannell Medal Fund," of which he is a member, of the names of the recipients of the Scannell Medal, nor is any record made or kept of the names of other members of the Fire Department who may perform acts of bravery while in the discharge of their duty, and therein suggesting and recommending that a Roll of Honor should be established for the inscription of the names of the recipients of the Scannell, or other special medal for bravery, and of others who may perform acts of valor deserving public recognition whose names may be ordered inscribed thereon by the Board of Fire Commissioners, and

WHEREAS, the secretary was at said meeting instructed to have prepared a suitable Roll of Honor in accordance therewith, therefore, be it

Resolved, that the names of each member of the Fire Department who has already been awarded a Scannell medal, and also the date of presentation, and a short synopsis of the act performed by each be, and they are hereby ordered, inscribed thereon. Be it further

Resolved, that upon the order of the Board of Fire Commissioners the name of each member of the Fire Department who may hereafter be awarded the Scannell medal, or other special medal for valor, or who may at great risk of his own life, or of great risk of serious personal injury to himself save human life, shall have their names, together with such information as may be deemed necessary inscribed thereon.

Provided, however, that a member of the Department who may save or assist in saving, of human life in the ordinary course of his duty and when no great risk of serious personal injury to himself has been taken shall not be deemed eligible to have his name inscribed thereon. Be it further

Resolved, that each person whose name is placed upon the Roll of Honor of the Fire Department shall be furnished with a suitable certificate setting forth the same, signed by the President and Secretary of the Board of Fire Commissioners, and Chief Engineer of the Department.

Then follow the names of those persons to whom the medal has been awarded, and a brief record of the circumstance. The name standing first upon the Roll of

Honor is that of Battalion Chief John Wills, who was awarded the Scannell medal August 20, 1896, for rescuing and saving, while assistant engineer, the life of Bessie F. Wilson, also Mrs Ernestine Silverstein who died while being carried out of a collapsed and burning building at No. 22 Fifth street June 22, 1896.

The next name is that of Battalion Chief M. J. Dolan who was awarded the Scannell medal September 11, 1897. Whilst assistant engineer he rescued and saved the life of F. H. Rulffs from a burning building at Nos. 1305 and 1307 Buchanan street April 3, 1897. Second Assistant Chief Engineer P. H. Shaughnessy's name comes third in the order of inscriptions on the Roll. He was awarded the Merchants' Association medal for heroism February 22, 1899, for assisting, with James Cuminsky of Truck Company No. 6, in rescuing and saving the life of a woman whose name was unknown, at the Baldwin Hotel fire on November 23, 1898.

James Cuminsky is the fourth name on the Honor Roll. He was tillerman of Truck Company No. 6, and was awarded the Scannell medal February 22, 1899, for assisting with Assistant Engineer P. H. Shaughnessy in rescuing and saving the life of a woman whose name was unknown, at the Baldwin Hotel fire on the 23d of November, 1898.

The only other name, so far, on the Roll is Fred Sayers, who was assistant foreman of Engine Company No. 1. He was awarded the Scannell medal February 22, 1899, for rescuing and saving the life of A. H. Christie at the Baldwin Hotel fire November 23, 1898, in a most thrilling and dangerous manner.

On Chief Scannell's death D. T. Sullivan became Chief Engineer, a position he has retained ever since. John Dougherty was promoted first assistant chief

and George Kennard assistant engineer. Messrs. Shaughnessy, Dolan and Wills were assistant engineers. T. M. Fernandez became engineer of Relief Engine No. 1, Edw. F. McKittrick engineer of Relief Engine No. 2, George Walsh engineer of Relief Engine No. 3, the last three acting as district engineers. In 1893, J. J. Conlan took George Walsh's place and position. In other respects there was no change in the officers. Nor was there any variation in 1894. In 1895 George W. Kennard retired from the department and T. M. Fernandez succeeded him as assistant engineer. The only other changes in the officers being William Waters as engineer of Relief Engine No. 3, and John McCluskey as engineer of Relief Engine No. 4, both acting as district engineers. From that time to the present no change has been made in the personnel of the staff of officers.

Under the new city charter the Fire Department has been reorganized. The old system of "extramen" or "call" men, which was in vogue from the time the paid department first went into existence, was done away with. The department is now established on a purely metropolitan basis, and the firemen will have to devote their whole time and attention to the duties of the department. By the city charter, which went into full force and effect January 8, 1900, the Fire Department is placed under the management of a Board of Fire Commissioners, consisting of four members, each of whom is entitled to receive an annual salary of \$1,200. The appointment of these Commissioners is the prerogative of the Mayor. No person is eligible for appointment unless he shall have been an elector of the city and county for at least five years preceding his appointment. To destroy the element of political partisanship, the board can-

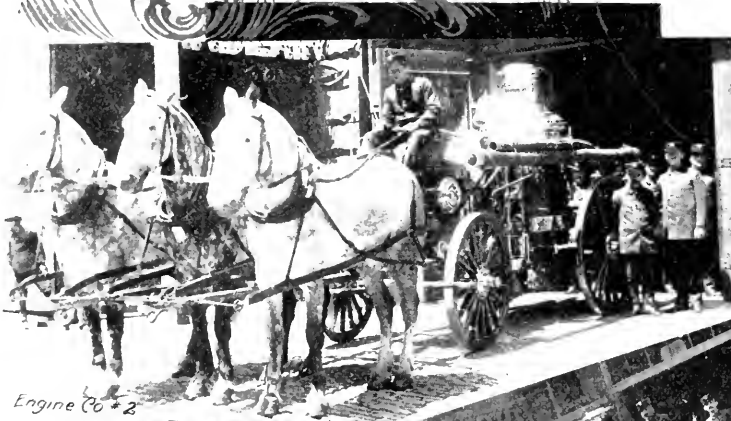
not be constituted so as to consist of more than two members of the same political faith. The term of office of the Commissioners is fixed at four years, but the charter provides a scale of retirement at one, two, three and four years, the order of retirement to be determined by lot.

The powers of the board are definitely fixed. They may elect one of their number president, who shall hold that office for one year. They may appoint a secretary at a salary of \$2,400 per year, and must meet at least once a week for the transaction of business. The board is empowered to organize the department, create and establish fire companies, prescribe number and duties of the officers, members and employees of the department, and the uniforms and badges to be worn, and may exercise full power and authority over all appropriations made for the use of the department. Only citizens of the United States of not less than 21 nor more than 35 years of age, and of good character for honesty and sobriety, are eligible for appointment to positions in the department. They must, likewise, be residents of the city and county at least five years, and pass a medical examination as to their soundness in bodily health.

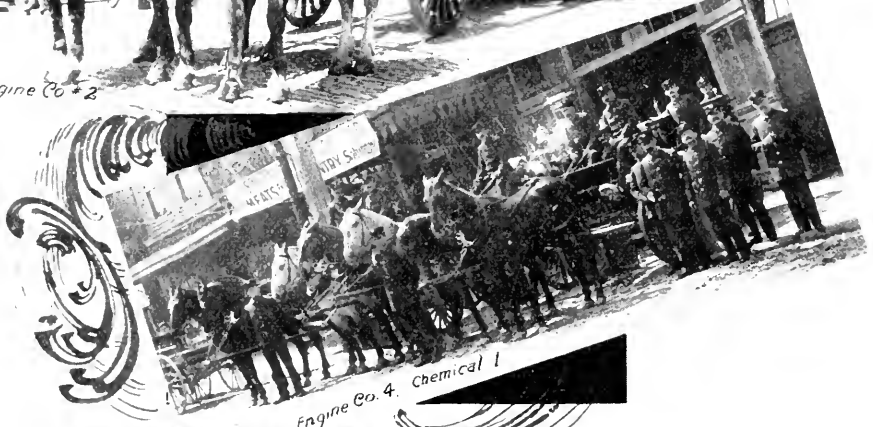
To insure perfect fairness and impartiality in the administration of the department, no officer, member or employee may be appointed, transferred or removed because of his political opinion, nor transferred or dismissed except for cause until after a trial before the Commissioners. The Charter requires the Board to make rules and regulations to secure discipline and efficiency in the department, and for any violation of such rules and regulations may impose reasonable fines upon the officers, members and employees, or may suspend any of them for such time as the



Engine Co. 32



Engine Co. 2



Engine Co. 4. Chemical



Truck 4 Engine Co. 3

Board, by rule, may prescribe—such fines may be deducted from the monthly warrant of the person fined, and handed over to the treasurer of the Firemen's Relief and Pension Fund. No member or employee of the fire department shall engage in any other employment.

In reorganizing the department, and in the appointment of officers and members from the force as constituted at the time the Charter went into effect, such appointees are not required to pass any civil service examination, but all future appointments and promotions shall be subject to a public competitive examination.

Under the new regime Chief Sullivan retains his post as Chief Engineer, John Dougherty becomes First Assistant Chief Engineer, and P. H. Shaughnessy, Second Assistant Chief Engineer. The office of Assistant or District Engineer becomes merged in that of the more imposing title of Battalion Chief. The old system of "call" men is entirely done away with and the department is now established on a purely metropolitan basis.

The Battalion Chiefs are John Wills, Thomas Fernandez, M. J. Dolan, J. J. Conlan, J. McCluskey, W. Waters and Edward McKittrick, all of whom have given long years of meritorious service to the fire department.

The department now comprises thirty-six engine companies, eight truck companies, seven chemical engine companies, one water tower, two monitor batteries, and three relief engine companies.

Each engine company is composed of not more than ten men, each truck company of not more than twelve men, each chemical engine company of not more than four men, water tower company of three men. The Charter also provides for the equipment of a fire boat company composed of nineteen men.

The duties of Fire Marshal and Assistant Fire Marshall are accurately defined by the Charter, and a Board of Fire Wardens is constituted composed of the Chief Engineer, Assistant Chief Engineers, Battalion Chiefs and the Fire Marshal. The duty of this board is to inspect and report to the Board of Public Works buildings and other structures within the city and county that are not considered safe.

The Charter makes provision for a Firemen's Relief Fund. This fund is to be created and raised by an annual tax sufficient to meet and pay all demands upon the fund. Any infirm or disabled fireman who has reached the age of 65 years, and who, in the opinion of two physicians, is unfit for the performance of his duty, may be retired and relieved by the Commissioners, and will then become entitled to a pension equal to one-half of the amount of salary attached to the rank held by him three years prior to the date of retirement. To qualify for this pension a person must have been an active member of the fire department continuously for twenty years. A fireman becoming physically disabled by reason of any bodily injury received in the performance of his duty is also entitled to a pension, upon showing sufficient cause, equal to one-half his pay, so long as such disability shall last. In case of the death of a fireman, the language of section 5, chapter vii, of article ix, seems somewhat vague and uncertain. It reads that the family of any officer, member or employee of the fire department who may be *killed* while in the performance of his duty is entitled to a stipulated pension. It may be assumed, however, that a fireman who meets with injuries from which he afterwards dies may be held to come within the meaning of the section, other-

wise the purpose of the Relief Fund would be largely nullified. A widow, orphan children, and, in certain instances, parents are entitled to draw a pension from this fund.

The annual salaries fixed by the charter for officers and members of the department are: Chief Engineer, \$4,000; First Assistant Chief Engineer, \$3,000; Second Assistant Engineer, \$2,400; Battalion Chief, \$2,100; Superintendent of Engines, \$1,800; clerk and commissary of corporation yards, \$1,500; captains, \$1,440; lieutenants, \$1,200; engineers; \$1,350; drivers, stokers, tillermen, truckmen, hosemen and stewards, for the first year of service, \$960; for second year, \$1,080, and after that, \$1,200; hydrant-men, \$1,080; superintendent of horses, \$1,200; draymen, \$900; hostlers, \$720; watchmen, \$900; pilots of Fire boats, \$1,200; engineers of fire boats, \$1,500; assistant engineers of fire boats, \$1,440; firemen of fire boats, \$900. The Charter also provides for a department of electricity, under whose jurisdiction the fire alarm and police telegraph and telephone systems are placed.

The Board of Fire Commissioners under the new Charter, appointed by Mayor Phelan, are Messrs. Rolla V. Watt, president; John H. Grady, J. C. McKinstry and M. H. Hecht. Upon them devolves the responsibility for the proper and effective administration of the reorganized department, and the Charter endows them with ample powers for all purposes essential to the creation and maintenance of a thoroughly equipped and highly disciplined fire department.

The secretary is J. W. McCarthy, and D. R. Conniff is clerk and acting assistant secretary.

The late ex-Chief Frank Whitney, in the first report he submitted to the Board

of Fire Commissioners of the paid fire department, in 1867, drew the board's attention to the fact that the permanent men of the department were committed to many hours of enforced idleness. They had to pass their time between combating fires and in the dull routine of their house duties. In the intervals of leisure there was little or nothing to interest them. In order to promote a superior tone in the morals of the department, particularly as it affected the firemen, and to encourage the development of the intellectual side of their natures, Chief Whitney suggested that something should be done to induce the citizens to contribute donations of books and other suitable reading matter, to form the nucleus of libraries, and he urged upon the philanthropic and large-hearted citizens of San Francisco the desirability of lending their aid to such a wise and beneficial policy. Chief Whitney's suggestions and recommendations hold good today. Under the new regime the men are compelled to give their whole time to the service of the department. This means that they have to be constantly at their quarters, day and night, and will have far less actual liberty than a soldier in barracks. The exigencies of the department demand this. Promptness in responding to an alarm is the first essential in a well-managed engine house; the men, consequently, must be always on the spot. Idleness breeds discontent and mischief. More than that, it develops habits of sloth, and is calculated to enervate the brain and heart of those who fall victims to its insidious influence. Some sort of an elementary gymnasium would be of immense advantage in promoting a sound mind in a sound body. Competitive events at the drill tower, success in which should be rewarded in some moderately substantial form, would increase the activities and stimulate the

ambition of the men, who otherwise, in course of time, will perform these duties mechanically and with no desire to excell. A fire department, where the members are a highly trained and disciplined force, expert and intelligent, and having something more than an affection for it for the dollars it brings them, should be the pride of the citizens, as they benefit by it by the greater degree of intelligence, and increased effectiveness of the firemen.

In the old colonial days a citizen had very responsible duties of citizenship so far as concerned the methods employed for preventing fires. In those days buckets were the chief reliance of the firemen in preventing the spread of a conflagration, and the house of every citizen was provided with a plentiful supply of buckets constantly filled with water and ready for instant use on an alarm of fire. Every man turned out at a fire. Insurance was an almost unknown thing, and sufferers from fires were generally objects of public charity. This was prior to the days of volunteer organizations. And how did they fight a fire in those days? The men stood in line side by side, the buckets were passed on from man to man until it reached the man who stood nearest to the fire. He threw the contents of the bucket at the burning building. Another line of men received the empty buckets and returned them, from hand to hand, for a fresh supply of water. That was little more than a century ago. What a contrast to the methods of combating a conflagration to-day! An alarm of fire now is a matter of comparatively small concern to the average citizen. With apparatus of the very best type, with an abundant and ready supply of water, and above all with a brigade of firemen as vigilant, courageous and efficient as

can be found anywhere in the world, the San Franciscan of the present day feels reassured when an alarm signal is sounded. Experience has shown him how much a brave and expert fireman can accomplish by the aid of modern machines for fighting fires, and although it is, of course, possible for the fire fiend to acquire such a hold of a burning building as to defy the efforts of mortal men, yet the splendid condition of efficiency and completeness that characterize the San Francisco Department reduces the risk of a widespread conflagration to an absolute minimum.

The San Francisco paid Fire Department has established a record for thoroughness in organization and effectiveness in work that places it second to none in the United States, which means, in other words, that it has no superior on the globe. The instances in which whole blocks of immensely valuable buildings have been saved and losses of millions of dollars worth of property prevented by the promptness, courage and skill of the Fire Department are too numerous to admit of recapitulation; but as an instance of singular and striking merit of recent years the Baldwin Hotel fire may well be cited. When the enormous size of that hotel and the inflammable nature of its building material are considered, it was truly a wonderful achievement to have kept the angry flames, that shot forth with such awful fury from the colossal wooden structure, from spreading to and devouring the whole block, most of the buildings of which were of wooden material.

It is only a few years since a brigade of firemen from the Kansas City Fire Department visited Europe, and in several public competitions open to firemen of the whole world, easily defeated all comers in their several contests.

Their workmanship and extraordinary speed in executing orders were quite a revelation to all the crack companies of Europe, and their smartness, intelligence and general bearing won for them the highest encomiums from the Trans-Atlan-

Fire Department did was nothing more than could have been accomplished by almost any other fire department in the chief cities of the United States.

Amongst all those superb bodies of firemen who form such a conspicuous



D. T. SULLIVAN
CHIEF ENGINEER OF SAN FRANCISCO FIRE DEPARTMENT.

tic press, and the authorities of the foreign fire departments. They gave convincing proof of the immeasurable superiority of Yankee methods over those of the principal European centers, in modern equipment and effectiveness of a fire department. What the Kansas City

ornament, and a protection to their respective cities none more worthily upholds the honor of their city, or can show a more laudable record than the firemen of San Francisco. In every particular the fire department of this city is constantly maintained at the highest

point of efficiency, and no efforts are spared to increase its public usefulness as the occasion arises. A fire department is like an army, it depends upon its commander-in-chief for its highest results. The San Francisco Department is fortunate in having as its chief engineer a sturdy, active and capable man who has been a fireman for over a quarter of a century, and has fought his way to his present position by sheer determination and ability. Chief Dennis T. Sullivan is not yet fifty years of age, and upon the death of the late venerable Chief, David Scannell, was called upon to succeed him. It was no easy task to fill the shoes of a man with such a splendid and life-long record as Chief Scannell enjoyed, but Chief Sullivan took up the burden with alacrity and with a confi-

dence in his own powers that has been amply justified.

Mr. Sullivan is a native of Florence, N. J., and has been a resident of San Francisco since 1874. A couple of years after his arrival here he joined the Fire Department as an extra man. He rose in a few years to be District Engineer and in that capacity showed the stuff he was made of. For several years he was Assistant Chief of the Fire Department.

He has always shown himself in every emergency to be original in resource, prompt and ready in action, and a kind, but strict disciplinarian. Vigorous and robust as Chief Sullivan is he gives promise of many more years of continued usefulness in that department of the public service to which he has consecrated his talent and his life.

BATTALION CHIEFS

JOHN DOUGHERTY.

First Assistant Chief Engineer John Dougherty, who has been in the Fire Department of this city since 1878, is a native of Wobarn, Mass., where he was born in 1847, and when only five years of age was brought to California. He has lived here ever since.

As a boy, the red jacket of the old Volunteer fireman appealed strongly to his youthful imagination, and he ran as a hoseboy with Broderick Engine Company No. 1, and with Monumental No. 6. This was in the days when 50, 60, and sometimes nearly 100 men would hang on to the ropes of the old hand-machine and drag it with all speed possible to the scene of a fire. In 1878 Mr. Dougherty joined the department,

and was assigned to Engine Company No. 6 as foreman. For ten years he held that position.

In 1883 his ambition sought other fields, and having obtained leave of absence from the department, he was elected a State Senator, and held that distinguished office for three terms, with complete satisfaction to those who were responsible for his election. When that period expired he returned to the department as foreman of Engine Company 6, and rapidly rose to be District Engineer. Politics once more claimed him, and he resigned and withdrew from the department for about two years. He became chairman of the Democratic Committee of the City of San Francisco, and was actively identi-

fied with the fortunes of his party for a couple of years. But fate ordained that Mr. Dougherty should be a fireman, and



JOHN DOUGHERTY
First Assistant Chief Engineer

on a vacancy occurring through the removal of John McCarthy as District Engineer, Mr. Dougherty rejoined the department. But he had to go down to the bottom of the ladder, and was appointed pipeman of Engine Company No. 3. He soon became assistant foreman, and then foreman of the same company, and later District Engineer. On the death of the late Chief Scannell and the consequent elevation of the present Chief Sullivan to that post, Mr. Dougherty became First Assistant Engineer. Since the reorganization of the department in January last, Mr. Dougherty's title in office is that of First Assistant Chief Engineer. He is an honorary member of the Exempt Company, and is held in general esteem by all the members of the Fire Department and a numerous circle of friends and acquaintances outside of it.

P. H. SHAUGHNESSY.

Mr. Shaughnessy is generally beloved by every member of the Fire Department. His kindly and sympathetic nature has won the hearts of all the men under him, who regard him as much in the light of a friend as of a superior officer. He was born in Portsmouth, Virginia, July 7, 1852, and came to California as a boy on April 16, 1869. He first became connected with the Fire Department on March 15, 1886, as hoseman of Engine 9, and the following year was made foreman of that company. On March 15, 1890, he was promoted to the position of District Chief, in which office he served the department faithfully and well, and as a further reward for his zealous and able services he was made Second Assistant Chief Engineer, under the new city Charter, on January



P. H. SHAUGHNESSY
Second Assistant Chief Engineer

12, 1900. He supervises battalion eight, which includes that part of the city west of Sixth street and portion of the West-

ern Addition, and the district south of Market street. Engine companies 7, 19 and 29, Chemical Companies 4 and 7 and Truck Companies 3 and 7 are under his immediate control. He is responsible for the completeness and efficiency of those companies, and his long experience in a position of authority in the department eminently qualifies him for the office he holds. He has seen many years of active service as a fire-fighter, and on more than one occasion has performed feats of heroism which earned for him the highest praise of the press and public, and won for him the Merchants' Association medal, awarded for heroism for assisting with James Cuminsky, then of Truck Company No. 6, but now lieutenant of Truck Company No. 4, in rescuing and saving the life of a woman whose name was unknown at the Baldwin Hotel fire on November 23, 1898. For this meritorious achievement Mr. Shaughnessy's name has been inscribed on the Roll of Honor kept at the Chief's office at the City Hall, and upon which only the names of those members of the Fire Department are inscribed who have performed some deed of valor at great personal risk of their own lives.

Second Assistant Chief Shaughnessy is comparatively a young man, and has a career of much usefulness and value to the Fire Department still in front of him.

JOHN MCCLUSKEY.

Battalion Chief John McCluskey has been ten years in the Fire Department, and has made rapid strides in the various steps of his promotion. He was born in Liverpool, England, April 16, 1857. When quite a boy he came to the United States, landing at Baltimore, Maryland. But his stay there was brief, as he pined for the land of the Golden West,

and arrived in San Francisco in 1874, after a long voyage around Cape Horn. He followed a seafaring life for a number



JOHN MCCLUSKEY, B. C.

of years, and ultimately joined the Fire Department on April 3, 1890, as hoseman of Engine Company No. 12. He was advanced to the positions of assistant foreman and foreman of that company, and on November 1, 1894, was made District Engineer of the Third District. Later he was transferred to the district he now controls, which under the new Charter is known as Battalion No. 1.

JOHN WILLS.

John Wills, Chief of Battalion No. 2, has a long record as a fire-fighter, having joined the department in 1867, the year after it went into service under its reorganized system. Battalion Chief Wills hails from New York, where he was born in the year 1848, a year charged with great revolutionary movements in different parts of the world. In 1852 Mr. Wills arrived in San Francisco. To all intents and purposes he is a Native Son,

for he was educated here, and all the dearest and most cherished associations of his life have been formed here.



JOHN WILLIS, B. C.

For 33 years he has been a member of the Fire Department, and in that period of time has battled with conflagrations innumerable, and won his way to his present position by sheer merit.

He enjoys the unique distinction of being the first member of the department whose name is inscribed on the Roll of Honor, his name standing at the head of the small but distinguished list of heroes whose names and the record of their achievement are inscribed thereon. He is the holder of the much-coveted and highly prized Scannell medal, which was awarded him on August 20, 1896, for having, at great personal risk of his own life, rescued and saved the life of Bessie F. Wilson and of Mrs. Ernest Silverstein, the latter of whom died while being carried out of a collapsed and burning building at No. 22 Fifth street, June 22, 1896.

THOMAS M. FERNANDEZ.

Thomas M. Fernandez is Chief of the Third Battalion, and has his headquarters at Engine Company No. 10, 514 Bryant street. He is comparatively a young man, having been born in New York city October 14, 1858. He was brought up to the trade of a plumber in the Empire City, and when only 19 years of age set out for the Golden West to seek his fortune, and arrived in San Francisco August 1, 1877. He followed his trade in this city for eleven years, and being a young man of active habits and quick impulses, desired to become a fire-fighter, and accordingly threw in his lot with Engine Company No. 12 on October 1, 1879. In June, 1883, he became foreman of Engine Company No. 12, and in the same month, three years later, he was transferred to a Chemical Engine Company as foreman, being the first chemical engine that went



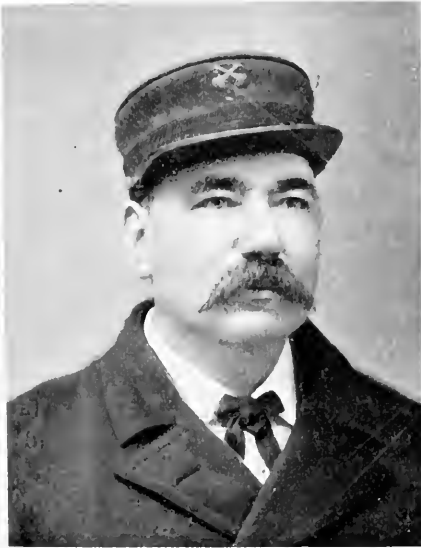
THOS. FERNANDEZ, B. C.

into service in the Fire Department of this city. On April 1, 1893, Mr. Fernandez was promoted to the position

of District Engineer, and assumed control of the Third District. Under the new city Charter he became a Battalion Chief on February 1, 1900. The companies under his immediate supervision are Engine Companies Nos. 6, 10, 16, 35, Chemical 6 and Hook and Ladder 8.

EDWARD F. MCKITTRICK.

Mr. McKittrick is Chief of Battalion No. 4. He has seen many years of



E. F. MCKITTRICK, B. C.

active service, and is still in the prime of life. As a boy he manifested an affection for a fire engine, and eagerly followed the firemen to the scene of a conflagration. On November 2, 1874, Mr. McKittrick joined the Fire Department of this city, and was appointed assistant foreman of Truck Company No. 3, a new company just then organized. In 1877 he became foreman of his company, and in 1888 was promoted to the office of District Engineer. On January 12th last he became Battalion Chief.

Mr. McKittrick has a long and honorable record as a fireman, and has always been a fearless fire-fighter and conscientious worker for the good of the department. He is immensely popular with all the members of the companies in his district. From appearances one may say he has many years of usefulness in store for him.

He is a native of Brooklyn, N. Y., and came to this Coast as a boy. For some time he followed the trade of a butcher, and for nearly five years filled the office of Market Inspector for the City and County of San Francisco, a position bestowed upon him by the Board of Health, and in which he discharged his duties with great ability and fidelity. The companies in his battalion are all engine companies, namely 11, 13, 18, 25, 32 and 33.

J. J. CONLAN.

Mr. Conlan, under the new city Charter, is a Battalion Chief, and has charge of the Fifth District. He joined Truck



J. J. CONLAN, B. C.

Company No. 1 in 1882, and soon won his spurs as a fireman. In 1886 he became tillerman of his company. Then he rose to the position of captain of Chemical Engine Company No. 2 on August 1, 1891. Two years later he was again promoted, and became District Engineer, a position he has held ever since with credit to himself and to the department. On the 12th of January last he received his appointment as Battalion Chief.

Mr. Conlan has been a conspicuous figure at all notable fires in the "downtown" district for many years, and is well and honorably known by all the principal business men of San Francisco. He is a native of Washington, D. C., and was brought here as a child, and was educated in the public schools of this city.

W. D. WATERS.

Battalion Chief William D. Waters is a native of sunny New South Wales, where he was born January 8, 1851.



W. D. WATERS, B. C.

When quite a child he was brought to California, and received his education in this city. He learned the trade of a carriage painter, which he followed for a number of years. He joined the Fire Department November 2, 1874, as a truckman of Truck Company No. 3. In 1876 he received his promotion as assistant foreman, and on September 29, 1876, became foreman of Truck 3. He was advanced to the position of District Engineer July 1, 1895, and became Battalion Chief January 12, 1900.

Mr. Waters is an able and experienced fireman. Many years ago he joined the National Guard, Second Artillery, which he served for many years, and retired with the rank of Major.

M. J. DOLAN:

Battalion Chief Dolan enjoys the almost unique distinction of being one of the few remaining pioneer firemen whose careers furnish a link between the Fire Department of old and that of to-day. After over 30 years of active and faithful service, he is still in harness, and can boast of a record as a fireman that few men can rival in any part of the United States. He was a member of the department in the days of its infancy. He is a member now, when it is full-grown and strong and vigorous. The ambition to be a fireman is in the blood; the spectacular effect of a fire engine, with all its auxiliaries and its uniformed firemen hastening eagerly to the scene of a fire, appeals strongly to the imagination of the average youth, and if he be a bold and nery lad, he longs for the day when he will be able to mount the engine or direct the hose.

Mr. Dolan was such a youth. As a boy he ran with No. 11 Engine Company of the Volunteer Department in the year 1860. Two years later he was

one of the prime movers in organizing Eureka Hose Company No. 4, which for a time ran as a thing of itself, and quite apart from the Fire Department. In 1866 he became entitled to his exemption, and for a few years withdrew from the ranks of the firemen. But to fight fires was a part of his existence, and in 1871 he joined the paid Fire Department, under his old Chief, the late revered Dave Scannell. He was attached to Engine Company No. 3, and for several months ran as extraman. Then he became foreman, and filled that office until 1888, and in that year was appointed District Engineer, a position he has filled ever since. Under the new city Charter, which is going to work such wonderful reforms in the civic concerns of San Francisco, Mr. Dolan has a new title in his office, that of Battalion Chief. It certainly has a more imposing sound, and brings increased emolument to the holder of the office.

For over 30 years Mr. Dolan has cheerfully given all that is best of his energies and activities and his intelligence to the service of the Fire Department of San Francisco. In that time he has fought innumerable fires, has helped to save millions of dollars' worth of property, and has prevented the deaths by burning of many scores of persons. A conspicuous instance of Mr. Dolan's heroism was furnished at the burning of a building on Buchanan street in September, 1897. There he rescued a man named J. H. Rulffs, who was in the last stages of exhaustion from the heat and smoke, and at imminent peril to his own life, Mr. Dolan made a desperate effort to reach the prostrate form of the suffocating man, and succeeded in making a gallant rescue. This brave feat was recognized as worthy of the bestowal of the "Scannell" medal, and Mr. Dolan

was accordingly made the honored recipient of that distinguished badge for personal gallantry. This medal is only



M. J. DOLAN, B. C.

awarded once a year, and then only to the fireman whose conduct is declared to be the most meritorious in some conspicuous act of personal bravery at a fire during the year. This is an honorable record, and one any man may well feel proud of. The name and the fame of such men deserve to be imperishably inscribed in the pages of such a volume as this. From the days of the old hand-engine, when the men had to hitch on themselves and drag the engine to the scene of the fire, when horses were not used and telegraphic alarms were not known, to the present time, with its marvelous perfection of modern mechanism in all things pertaining to the equipment of a fire department, Mr. Dolan has borne a hand, and contributed his part in minimizing the evils of a conflagration. Soon, he hopes, to retire, and when that event does happen, Battalion Chief Dolan can look back with pardon-

able pride on his record and derive solace and comfort in his old age from the reflection that as a fireman he always did his duty. Mr. Dolan is a Bostonian. When quite a boy he left that city for the El Dorado of the Pacific, and reached San Francisco in 1858. He came via

Panama by the Northern Light, on the Atlantic side, and the Sonora on the Pacific. Of the 42 years he has been in this city, over 30 have been passed as an active member of the Fire Department. Mr. Dolan was married in California. His wife and daughter are both living.

CHEMICAL ENGINE COMPANIES

CHEMICAL ENGINE COMPANY NO. 1.

Chemical Engine Company No. 1 is under the same roof as Engine Company No. 4. It was organized May, 1890, and was the first chemical to go



CAPT. M. O'BRIEN

into service in the San Francisco Department. The original members of the company were Thos. Fernandez, engineer; Arthur McCracken, fireman; Richard Allen, driver; and Louis McInnes,

steward. The present members are: Captain, Michael O'Brien; lieutenant, Fred Sayers; driver, Richard Allen; and hoseman, John Fitzpatrick.

Captain O'Brien was born in England, June 10, 1860 and came to California 1866. He joined the Fire Department December 17, 1888 as hoseman of Engine 17. After several transfers he was promoted to foreman of Chemical Engine Company No. 1, September 18, 1899.

The lieutenant of the company, Fred Sayers, is one of the few distinguished winners of the much-coveted Scannell medal, as more fully appears in another part of this work. The company has a Champion No. 3½ "Double 60" Chemical Engine and a corps of able and active firemen. During its ten years of service the company has, time and again, abundantly demonstrated its usefulness and efficiency at numerous fires in the city.

F. H. Sayers was born in Australia in 1869; came to San Francisco in 1875; joined San Francisco Fire Department in 1895 as extra man, promoted to assistant foreman and afterwards foreman of

Engine Company No. 1; now ranks as lieutenant of Chemical Engine Company

ranks as driver of Chemical Engine Company No. 1.



LIEUT. F. H. SAYERS

No. 1. He won the Scannell medal at the Baldwin Hotel Fire by rescuing H. A. Christie from mansard roof at great peril to his own life.



JOHN FITZPATRICK

John Fitzpatrick was born in San Francisco in 1868, joined the San Francisco Fire Department in 1895 as hoseman, and now ranks as hoseman of Chemical Engine Company No. 1.



RICHARD J. ALLEN

Richard J. Allen, born in San Francisco in 1860, joined San Francisco Fire Department in 1888 as tillerman, now

CHEMICAL ENGINE COMPANY NO. 2.

Chemical Engine Company No. 2 was organized April 8, 1899. It is located at 1348 Tenth avenue. It takes in the Sunset District on a first alarm, including the Cliff House, Almshouse, Ingleside and Stanyan street. The first members of the company were Thomas Kelly, acting Captain; Paul De Martini, driver; Martin Spellman, fireman; and William Crawhall, steward. The company has a Champion double-eighty chemical engine. It did 8½ hours' work at the forest fires last year. The present members of the company are John Kenney, Captain; William Crawhall, Lieutenant; Eugene Crummey, driver, and Martin Spellman, fireman. Lieut. Crawhall is at present in charge of the house. He hails from Shasta county, and was born

October 21, 1859. He has been five years in the department.



LIEUT. W. CRAWHALL

The company has a fine house, recently built, and has accommodation for a steam fire engine company when the exigencies of the department necessitate the establishment of an engine company in that neighborhood.



MARTIN SPELLMAN

Martin Spellman was born in San Francisco, Cal., February 1, 1876, and joined the department January 1, 1897, as hoseman of Engine Company No. 3. He was transferred to No. 24. He was promoted to Chemical Engine Company No. 2 as foreman, and now ranks as hoseman of Chemical Engine Company No. 2.



EUGENE CRUMMEV

Eugene Crummev was born in Brooklyn, N. Y., October 9, 1857, and joined the department April 1, 1888, as driver of No. 16 engine. He was promoted to stoker of No. 2 engine and transferred to No. 30 as stoker, and now ranks as driver of Chemical Engine Company No. 2.

CHEMICAL ENGINE COMPANY NO. 3.

Chemical Engine Company No. 3 was organized in 1891, and was located on Second avenue. The original roll of members was George Bailey, engineer, John Norton, driver; Haverly, stoker, and Jerry Jones, steward. In 1894 the company was assigned a new station, and was established at 112 Jackson street in the house that formerly shel-

tered Hose Company No. 1. In 1898 the engine house was remodeled so as to bring it up to date in every particular. The engine is a Champion, Double Eighty.

The company takes in all the mercantile district on a first alarm, and has a splendid record for its efficiency. It has done duty at all the fires of its district and many others beside on second and third alarms. At the burning of Oregon House in July 1898 the company helped rescue a woman from the second story of the ill-fated building, and at a fire on Commercial street it rendered valuable aid in saving the lives of two Chinamen, who would probably have been burnt to a cinder but for the timely assistance of the firemen. The present members of this company are: Captain, Thos. R. Murphy; lieutenant, T. J. Kelly; driver, M. G. Higgins, and steward, Frank Meacham.

ment in 1893 as driver of Truck No. 2, promoted to a captaincy of No. 6, and is now occupying the same position in Chemical Engine Company No. 3.

A sketch of Chemical No. 3 would be incomplete without some reference to its mascot, a dog which strayed into the engine house nearly a year ago. It is stone deaf and yet shows remarkable energy when an alarm is sounded. It runs to all fires and appears to take as much interest in combating the flames as a fireman, and smoke and heat have no terrors for it. Round its neck it wears a collar upon which are inscribed the following: "Chemical No. 3. Bum, the fireman's dog. This dog is deaf."

"Bum" only waits the opportunity to display his heroism.



CAPT. THOS. R. MURPHY



LIEUT. THOS. J. KELLY

Captain Murphy was born in San Francisco in 1870, joined the Depart-

Thos. J. Kelly, born in Bristol, England, 1860. Came to San Francisco in 1866, joined the Department in 1895, as steward of Chemical Engine Company No. 4, now ranks as lieutenant of Chemical Engine Company No. 3.



FRANK MEACHAM

Frank Meacham born in California in 1867, joined the Department 1897 as extraman, now ranks as hoseman of Chemical Engine Company No. 3.



MAURICE HIGGINS

Maurice Higgins born in Dublin, Ireland, in 1869, joined the Department in 1896 as hoseman, now ranks as driver of Chemical Engine Company No. 3

CHEMICAL ENGINE COMPANY NO. 4.

Chemical Engine Company No. 4 went into service in 1893. It is located at 451 McAllister street. The house has been built with a provident regard for the future, and is made to accommodate a fire engine with hose wagon and apparatus. Some day an engine company will be duly installed in the vacant quarters intended for such use. The house has two dormitories—one for the mem-



CAPT. JAMES P. BRITT

bers of Chemical Engine Company No. 4 and the other available for use by an engine company when such a company shall be organized.

Chemical Engine Company No. 4 was originally stationed in the house of Engine Company No. 15 at 2114 California street, and its first members were Charles Hewitt, engineer; John Phelan, stoker; Thomas McGovern, driver, and William Hunt, steward. It has a Champion "double-sixty," with a two-horse hitch. On first alarm it takes in the district lying between Ellis and Jones streets, Guerrero and Thirteenth, McAllister and

Pierce, Ellis and Mason, and Bush and Polk streets. Chemical Engine Company No. 4 has been at and engaged in all fires in that district for the last seven years. It has also done duty at other important conflagrations on a second and third alarm, notably the Baldwin Hotel fire. The Captain is James P. Britt, who has been a member of the department since 1886. He was a hoseman on the old fire-boat "Governor Irwin," afterwards called Hose No. 9, and was then transferred to Engine Company No. 3 and was promoted assistant foreman and foreman of that company. He is now Captain of Chemical Engine Company No. 4. The other members are Alfred Davis, Lieutenant; Thomas McGovern, driver, and Edward King, hoseman.

CHEMICAL ENGINE COMPANY NO. 5.

Chemical Engine Company No. 5 was organized in November, 1892. The original members of the company were P. Fleming, engineer; T. Arnold, driver; A. Flynn, hoseman; and E. Ward, steward. It was formerly located at Pacific and Leavenworth streets, and then moved to Stockton street, between Greenwich and Lombard streets, and finally to its present location at 627 Broadway. The captain of the company is W. E. Gallatin, who was born in Pittsburg, Pa., November 16, 1848, and came to California as a child. He joined the fire department as truckman in Truck No. 3 in 1880, and after seven or eight years' service resigned to take a position in the sheriff's office. In February, 1896, he rejoined the department as hoseman in Engine No. 24, and after several transfers was finally promoted captain of Chemical Engine Company No. 5. Captain Gallatin has to his credit the feat of helping to rescue a woman from a fire in Bartlett Alley, with Battalion Chief Wills. The

company has a praiseworthy record and about two years ago, together with



CAPT. W. E. GALLATIN

Chemical Engine Company No. 3, carried out five Chinamen from a burning building on Commercial street, Second Assistant Chief Shaughnessy and Captain



FRANK CASASSA

Gallatin together rescuing the first of the five Chinamen. The other members of

the company are Lieutenant John F. Riley, driver William Newman and hoseman Frank Casassa, all of whom are capable firemen. The engine of the company is a "Double 60" of Chicago make. The engine house of this company was used in the old days by La Fayette Hook and Ladder Company No. 2 of the volunteer fire department.

Frank Casassa was born in San Francisco in 1875, joined the department on October 1, 1895, as hoseman, and now ranks as hoseman of Chemical Engine Company No. 5.

CHEMICAL ENGINE COMPANY NO. 6.

Chemical Engine Company No. 6 is located at 311 Sixth street. It was or-



CAPT. JAMES CONNIFF

ganized October 29, 1892. The original members of the company were: Engineer, Timothy Regan; driver, Frank Salida; fireman, B. V. Hendricks; steward, D. R. Sewell. The Captain of the company is James Conniff, who is a native of Sydney, New South Wales, where he was born June 9, 1848. In 1862 he came to California, and in 1870 joined the Fire Department as a member of

Hose Company No. 2. After several transfers he became foreman of Engine Company No. 1, and several years ago took charge of chemical engine No. 6. The other members of the company are James Landtbom, Lieutenant; William Hart, driver, and John Brandt, hoseman. The company has a good record as fire-fighters, and has taken part in all of the notable fires of recent years. It is not so many years since Captain Moholy of Chemical Engine Company No. 6 lost his life in the heroic discharge of his duty at the burning of a cracker factory on Folsom street, when Frank Keller of Engine Company No. 6, but who was temporarily doing duty with Chemical Engine Company No. 6, also lost his life. The bravery of these men called forth an acknowledgment from Chief Sullivan in the daily newspapers, who testified to the loss the department had sustained by the death of these two firemen.

The company has a champion chemical engine of "double-sixty" capacity.



LIEUT. JAMES J. LANDTBOM

James J. Landtbom was born in Sweden May 1, 1863, joined the department

July 1, 1897, as truckman of Truck No. 7, and now ranks as Lieutenant of Chemical Engine Company No. 6.



WILLIAM J. HART

William J. Hart was born in San Francisco April 28, 1868, entered the department July 14, 1891, as stoker of Engine Company No. 18, and now ranks as hoseman of Chemical Engine Company No. 6.

CHEMICAL ENGINE COMPANY NO. 7.

Chemical Engine Company No. 7 is located at 3050 Seventeenth street. It comprises three men, and was organized April 1, 1893. The Captain of the Company is George Ewing, who was born in Lower Canada in January, 1859. He came to California in 1862, and joined the Fire Department on December 19, 1894, and was attached to the Water Tower Company as driver. Then he was transferred to Engine 12 as stoker, and in turn to Engines 7, 33 and 32 as stoker in each, and finally to Chemical 7, to his

present position, in November, 1898. He is a fireman of varied experience, who knows every move on the board. The engine belonging to this company is a Champion No. 1, and is the biggest chemical engine in the department. It is known as a "Double Hundred," its tank capacity being 200 gallons of "juice." It was the first chemical engine brought into the Fire Department of San Francisco. Chemical Engine Company No. 7 has done duty at many fires, a few of the more notable being the Page street fire on June 7, 1893; the Market street fire, between Sanchez and Noe streets, July, 1895. It did special duty at Sunnyside on January 6, 1896, and owing to its promptness in getting to the fire, saved a cottage from destruction. At the burning of the petroleum tank on Seventh and Townsend streets in June, 1895, the chemical engines



CAPT. GEORGE EWING

smothered the fire which the water companies failed to extinguish, Chemical Engine Company No. 7 being one of

those engaged. At Thomas' Dye Works, on Tenth street, where considerable quantities of benzine had become ignited, the chemicals again had their day, and put out the fire, Chemical Engine Company No. 7 being one of them. The other members of the company are John Devine, lieutenant; Howard Holmes, driver, and A. G. Goddard, hoseman.



HOWARD HOLMES

Howard Holmes was born in Brooklyn, N. Y., on January 10, 1863. He joined the Fire Department on January 7, 1884, as driver, and was transferred to Engine Company No. 15; then to Engine Company No. 4, and afterwards to Chemical Engine Company No. 7. In 1890 he was injured, owing to an embankment collapsing, overturning his engine. He now ranks as driver of Chemical Engine Company No. 7.

Arthur George Goddard was born in New Zealand. He came to San Francisco in 1875, and joined the San Francisco Fire Department in 1896 as extra-



ARTHUR GEORGE GODDARD

man. He now ranks as hoseman of Chemical Engine Company No. 7.

MONITOR BATTERY NO. 1.



NICHOLAS BARBETTA

Nicholas Barbetta was born in San Francisco, Cal., February 22, 1860, and entered the Fire Department in 1882 as hoseman of Engine Company No. 12.

He was promoted to steward of Chemical Engine Company No. 3 and then to stoker of Engine Company No. 11, and now ranks as driver of Monitor Battery No. 1.

MONITOR BATTERY NO. 2.



JOHN J. WALES

John J. Wales was born in San Francisco in 1869, joined the department July, 1893, as extraman, and now ranks as driver of Monitor Battery No. 2.

TRUCK COMPANIES

TRUCK COMPANY NO. 1

Truck Company No. 1 is a pioneer company of the paid department and was organized December 3, 1866. The department commenced with only two hook and ladder companies, this being one of them. The original members of the company were: foreman, Fred Roskamp; driver, Sam Ratcliff; tillerman, H. Roskamp; assistant foreman, D. J. Slicer; clerk, W. S. Carrol; truckmen, J. Con-

nolly, L. Marks, P. Fitzpatrick, M. Haley, M. Mullins, W. Herring, H. Crawford, John McGee, W. Keeler, and H. St. Clair.

The company is located at 22 O'Farrell street, in the very heart of the busiest part of the city, and responds, on a first alarm, to all fires in that quarter.

Truck 1 is as old as the Fire Department itself, and to write its record would involve the enumeration of all the important fires of the last thirty-four years.

The quarters of the company are commodious and comfortable, with the usual dormitory, bath rooms, etc. The truck is a Holloway Combination, built in Baltimore, Md., and was received here as recently as June, 1899. Tim Hallihan was a member of Truck 1 when he met his death in an heroic attempt to rescue from the jaws of death Captain Moholy of Chemical No. 6, who perished in the flames at a fire on Folsom street. Dan Donovan, another member, carried a



CAPT. EUGENE CROWE

man out of a fire at Jessie and Ecker streets, and the captain, Eugene Crowe, on February 26, 1900, covered himself

with glory in a perilous but succesful attempt to rescue a woman from the flames of the burning El Monte Hotel on Geary street. He carried her bodily from the fifth story down an extension ladder to terra firma at great personal risk of his own life. The feat was deemed worthy of the bestowal of the Scannell medal, so rarely awarded, and only for some conspicuous act of personal gallantry.

Captain Crowe hails from Minnesota, and has been in the department since 1894. He assumed the reins of control of Truck 1 on August 28, 1897. The other members of the Company are: lieutenant, R. H. Woods; driver, C. Connell; tillerman, George Carew; truckmen, Hugh Quinn, Daniel Donovan, T. Flynn, W. F. Tracey, John J. Quinn, Thos. Gallagher, Henry Donnadiu and Julius Gimmel.



JOHN J. QUINN

John J. Quinn was born in San Francisco September, 1867. Joined the department in 1896 as extraman. Now ranks as truckman of Truck No. 1.



LIEUT. ROBERT H. WOODS

Robert H. Woods was born in Boston, Mass., in 1867. Came here in 1869, and joined the department in 1897 as truckman. Now ranks as lieutenant of Truck No. 1.



CORNELIUS CONNELL

Cornelius Connell was born in Massachusetts in 1856. Came to San Francisco in 1876. Joined the department 1886 as driver of No. 2 Engine. Now ranks as driver of Truck No. 1.



JULIUS GIMMEL

Julius Gimmel was born in California in 1864. Joined the department June 17, 1890, as extraman. Now ranks as truckman of Truck No. 1.



TIMOTHY FLYNN

Timothy Flynn was born in San Francisco in 1867, and joined the department December 5, 1891, as extraman. He was then promoted, and now occupies the position of truckman of Truck No. 1.



GEORGE CAREW

George Carew was born in San Francisco in 1860. Joined the department May 21, 1883, as extra man. Promoted to position of stoker, then tillerman. Now ranks as tillerman of Truck No. 1.



WM. F. TRACEY

Wm. F. Tracey was born in New York in 1857, came here in 1858, and joined the department in 1878 as hose-man. Now occupies position as truckman of Truck No. 1.



THOS. H. GALLAGHER

Thos. H. Gallagher was born in Charlestown, Mass., in 1861. He came to San Francisco in 1863, and joined the department in 1884 as extraman. Now ranks as truckman of Truck No. 1.



DANIEL DONOVAN

Daniel Donovan was born in Ireland in 1861. Came to San Francisco in 1890, and joined the department in 1897 as laborer. Now ranks as truckman of Truck No. 1.



HENRY DONNADIU

Henry Donnadiu was born in San Francisco in 1869. Joined the department March 25, 1897, as hoseman. Now ranks as truckman of Truck Company No. 1.



HUGH QUINN

Hugh Quinn was born in Ireland, December 24, 1840. Came to the United States in 1855. Joined department January 1, 1873, as truckman of Truck No. 1, and has served for 27 years with them.

TRUCK COMPANY NO. 2.

Truck Company No. 2 is one of the original hook and ladder companies and went into service December 3, 1866. The first members of the Company were, foreman, A. Bourgeoise; driver, J. O. Bayard; tillerman, M. Phillipe; assistant foreman, E. Tappaine; clerk, F. Garnier; truckmen, I. Gillett, A. Berson, E. Herteman, I. Maisson, P. Gibbon, H. Duchrochet, O. Leroux, P. Quintal, S. Mistre, L. Mortier.



CAPT. JOHN DRYER

The company at present comprises twelve men, John Dryer being Captain. He is a native son and was born in San Francisco, March 20, 1871. He joined the Fire Department June 1, 1894, as stoker of Engine No. 2, but was immediately transferred to Engine No. 5 as driver. Later he became foreman of Truck No. 6, and was afterwards transferred to Truck No. 2, as foreman. The other members of the company are lieutenant, John Leahy; driver, Harry Wilson; tillerman, Alf.

Florence; truckmen, Frank Cummings, W. E. Gallatin, Joseph Wolf, Rinaldo Cuneo, Frank Kruse, John Crosby, H. T. Heffeman and James Corwell.

The record of the company as fire-fighters is second to none. Of recent fires it did thirteen and one half hours duty at the Baldwin and eleven hours at Miller, Sloss and Scott. At the former fire Truck No. 2 rescued three women from the Cupola of the burning building and carried them safely down to terra firma. These women were in a position of great danger and beyond the reach of the fire escapes, and would inevitably have perished but for the timely and effective aid of Truck No. 2.

The company has a remodelled Hayes Truck and it is located at 627 Broadway.



LIEUT. JOHN LEAHY

Lieutenant Leahy was born in San Francisco, Cal., in 1869; joined the Department in July, 1892, as extraman, then promoted to acting assistant foreman of Truck No. 2, then promoted to lieutenant of Truck No. 2.



WILLIS E. GALLATIN, JR.

Willis E. Gallatin, Jr., was born in San Francisco, Cal., February 6, 1875; joined the Department June 1, 1897, as hoseman of Engine No. 10, and now ranks as truckman of Truck No. 2.



JOHN CROSBY

John Crosby was born in Ireland in 1856; came to San Francisco in 1874; joined the Department in 1885 as extra-man, now ranks as truckman of Truck No. 2.



JOSEPH WOLF

Joseph Wolf was born in San Francisco in 1868; joined the Department March 1893 as extra man and now occupies the position of truckman of Truck No. 2.



HARRY WILSON

Harry Wilson was born in San Francisco in 1876; joined the Department July 1, 1898 as extraman, now ranks as truckman of Truck No. 2.



HENRY T. HEFFEMAN

Henry T. Heffeman was born in San Francisco in 1862; joined the Department in 1894 as extraman of Engine No. 5, was then transferred to Engine No. 3, then to Truck No. 4, now ranks as truckman of Truck No. 2.

TRUCK COMPANY NO. 3.

Truck Company No. 3 was organized in November, 1874, and went into service with a truck built by Leverich of Brooklyn, New York. It occupies the same house as Engine No. 19, at 1749 Market street. The original members of the company were E. Brubaker, driver, M. M. Baker, tillerman; truckmen, Martin Brown, M. Allmayer, S. Appel, Peter Flynn, Smith Wilkinson, W. Waters, J. Delaney, E. McKittrick, E. Lanigan, Jas. J. Maloney, Geo. Silvey and Peter R. O'Brien. In its time it has rendered signal service at innumerable fires that have occurred in the last quarter of a century, and has been engaged in all the notable fires of that period. On a third alarm the company takes in the whole

of the business section of the city to the water front. The Captain is William Schultz who joined the department in 1886. He is a Native Son and hails from San Francisco, where he was born, November 19, 1864. He was first assigned to Hose No. 5, and in 1888 was transferred to Truck No. 3. He has stayed with the company ever since. For two years he was assistant foreman, and in June, 1897, he became foreman. Captain Schultz has twice been hurt at a fire. He was blown up at the burning of Thomas' Dye Works, and narrowly escaped mortal injury.

John Peralta, an erstwhile member of Truck No. 3, was killed November 11, 1893, through being overcome by heat and smoke at the fire at the Wisconsin and California Furniture Companies, King street.

Michael Sheehan, who is now on the pension list, is another old-time member of this company, he having, on two separate occasions, been the unfortunate victim of a serious disaster when fighting a fire.



THOMAS MCGLYNN

The Truck is a third-class, straight frame, built by Larkins of Howard street.

The other members of the company are Edward Kehoe, lieutenant; Michael Hannan, driver; Joseph Burnett, tillerman; truckmen, Ernest Cameron, M. Fitzhenry, Wm. Hopkins, Archie Jensen, Thos. McGlynn and C. W. Higgins.

Thomas McGlynn was born in San Francisco, California, December 25, 1873; entered the Department, December 12, 1897, Engine Company No. 28, and now ranks as truckman of Truck No. 3.

and G. E. Robinson, A. B. Bibb, J. Horrigan, J. Eckleman, P. Sullivan, L. Kenny, J. P. McCaull, Wm. Vaughan, M. Fitzgerald, A. Kaskell, Jos. Fox and W. Fusillier, extramen.

For twenty-three years consecutively J. W. Kentzel, who had been a prominent fireman in the Volunteer Fire Department, held the position of foreman of this company and it was only in January 1900, on the reorganization of the Department, that his long tenure of office came to an end. In the early days



ARCHIE JENSEN

Archie Jensen was born in San Francisco, California, May 16, 1874; entered the Department, August 4, 1897, as hoseman of Engine Company No. 31, and now ranks as truckman of Truck No. 3.

TRUCK COMPANY NO. 4.

Truck Company No. 4 is located at 1648 Pacific street and shares the house in use by Engine Company No. 8.

It was organized April 1, 1877 with J. W. Kentzel as its first foreman; James McKenna, driver; B. F. Jones, tillerman,



CAPT. T. B. KENTZEL

Truck No. 4 had to go to every part of the city on a second alarm, and consequently has done duty at every important conflagration. The most notable of recent years were the Brannan street fire, the Spear and Steuart street fire and the Baldwin Hotel fire. In all the years of its active and meritorious service it has never had a member of its company seriously injured. At the burning of the Grand Western Market on Bush and Polk streets, Truck No. 4 rescued a whole family comprising husband, wife

and four children from the flames. The building was reduced to ashes, nothing but the bare chimney being left standing.

The captain of the company is T. B. Kentzel who was born in San Francisco April 20, 1866, and joined the Fire Department in 1886. He was naturally drawn to Truck No. 4 as his brother was foreman of that company, and prior to actually becoming a member of the Department he ran with Truck 4 as a reliefman. On joining the department he was assigned to Truck 2 but stayed with that company only a few months and was then transferred to Truck No. 4, whose fortunes he has followed ever since.

On J. W. Kentzel's withdrawal from the Department in January, 1900, T. B. Kentzel succeeded him and became Captain of Truck No. 4.

The lieutenant of the company is James Cuminsky, who is one of the few men in the Department who enjoys the distinguished honor of having won the Scannel medal for conspicuous bravery. It was at the Baldwin fire when James Cuminsky was tillerman of Truck Company No. 6. With Second Assistant Engineer P. H. Shaughnessy, Cuminsky, at great personal risk to his own life, rescued and saved the life of a woman whose name was unknown. His name is inscribed on the honor roll of heroes of the Fire Department which is kept at the chief's office at the City Hall.

The other members of the company are: Driver, Wm. Shackleton; tillerman, Frank Carew; truckmen, Patrick Hogan; George Donald; George Davis; Robert Powers; J. E. Eckelmann and W. H. Kelly. Mr. Eckelmann is a son of one of the original members of the company.



LIEUT. JAMES CUMINSKY

J. Cuminsky was born in San Francisco January 12, 1857; joined the Department in 1883 in Truck Company No 2; later detailed to Water Tower No. 1; now ranks as lieutenant of Truck No. 4.



W.M. SHACKLETON

Wm. Shackleton, born in San Francisco, joined the Department in 1890 as driver of Engine No. 18; then as stoker of Engine No. 7; ranks as driver of Truck No. 4.



JOHN J. ECKELMAN, JR.

John J. Eckelman, Jr., born in San Francisco in 1868, joined the Department in 1897 as truckman of Truck No. 4; was assistant foreman for eighteen months, and now ranks as truckman of Truck No. 4.



ROBERT POWERS

Robert Powers was born in San Francisco in 1875; joined the Department February 12, 1899; transferred from Truck No. 5 to Truck No. 17, and now ranks as truckman of Truck No. 4.



WM. H. KELLY

Wm. H. Kelly was born in San Francisco; joined the Department in 1894 as hoseman of Engine No. 24; now ranks as truckman of Truck No. 4.



P. J. HOGAN

P. J. Hogan was born in Ireland in 1866; joined the Department in 1894 as hoseman of Engine No. 5, and now ranks as truckman of Truck No. 4.

TRUCK COMPANY NO 5.

Truck Company No. 5 is in the same house as Engine Company No. 22 at 1819 Post street. It has nine men and was organized on October 1, 1886. The acting Captain is Matthew Farley, who was born in San Francisco, November 10, 1863. He joined Hose Company No. 8 in 1891 as extraman and on that Company being transformed into Engine Company No. 20, was assigned there as extraman; then to Truck No. 4 as truckman, and then to present company. In January, 1900, he was appointed lieutenant and acting captain of Truck No. 5.

Truck No. 5 has witnessed many a disastrous conflagration in the last fourteen years and has done its share towards saving the city from losses of many millions of dollars by fire.

Of recent years the most notable fires in which Truck No. 5 took part were Ashbury Heights, Whittier, Fuller & Co., Hobbs, Wall & Co., Brannan street and Centenary Church on Bush street. At the burning of all of which Truck No. 5 worked with a will and a skill that materially helped to check the spread of these conflagrations.

At the Centenary Church fire Wm. Hunt, of Truck No. 5, met his death in the discharge of his duty as a fireman, and John Murphy and David Harris, of the same company, both received serious injuries at the same fire. At the Baldwin fire Truck No. 5 nobly maintained its prestige and assisted at the rescue of two women from the sixth story of the burning building, Truck No. 5 being on the fire-escapes on the sixth story, at imminent danger to themselves, helping to effect the rescue. The company as a corps will bear favorable comparison with any other company in the Department as a courageous and determined band of fire fighters.

The other members of the company are Charles Mulloy, driver; William Serens, tillerman; and William Otto, T. J. Harrington, Henry McMahon, J. H. O'Brien, T. Simmons and E. F. Murray, truckmen.



LIEUT. MATHEW FARLEY

Mathew Farley, lieutenant of Truck No. 5 was born in San Francisco in 1863, joined the Department in 1891 as extraman; promoted to lieutenant of present company.

TRUCK COMPANY NO 6.

Truck Company No. 6 is located with Engine No. 21, at 1152 Oak street. It contains nine men, so that this portion of the Western Addition is well served, seeing that seventeen sterling and reliable fire-fighters are constantly in attendance under the one roof. Truck No. 6 was organized in 1893. The Captain is William E. Kelly, who was born in San Francisco, April 10, 1862 and joined the Department in June, 1892. He was first a member of Truck No. 1 and in September, 1894, became assistant foreman and

later, foreman. On March 1, 1898, was transferred to his present company. Truck No. 6 has long since won its spurs as a valorous and formidable foeman to the Fire-King, and has seen much active service during the years of its existence. It has turned out to scores of fires, and at all the more notable conflagrations Truck No. 6 has rendered effective aid.

A former tillerman of this company and who has since been promoted lieutenant of Truck No. 4, James Cuminsky, took a woman out of the Baldwin fire and saved her life.

The company has a second-class, straight frame truck.

The other members of the Company are Lieutenant Joseph Capelli; driver, John P. Hayden; tillerman, R. Oppenheim; truckmen, H. H. Casey, Gustave Hain, Fred Grote, George M. Boyson and James Franks.



CAPT. WM. E. KELLY

Captain Wm. E. Kelly, born in San Francisco, age, 38; joined the Department in 1892 as truckman of Truck No. 1, promoted to assistant foreman and later to foreman Truck No. 2, and now ranks as Captain of Truck No. 6.

TRUCK COMPANY NO. 7.

Truck Company No. 7 and Chemical Company No. 7 occupy the same house at 3050 Seventeenth street. Truck No. 7 was organized August 1, 1894. It comprises ten men. The captain is



CAPT. WM. CAREW

William Carew who was born in Australia in 1857 and came to San Francisco as a child the following year. He has a long and honorable record as a fireman, having joined the Department in June, 1871. He was first attached to Hose Company No. 5, then located at Tenth and Market streets. In 1875 he was transferred to Truck No. 3. In 1894 he was promoted to Hose Company No. 1 as foreman and on that company being transformed into Engine No. 24, in June, 1895, he retained his position of foreman under the re-organization. On Truck No. 7 being organized in August, 1894, Captain Carew took charge of the new company as foreman and held that position from that time until January last when he became captain. Captain Carew has thus had nearly twenty-nine years of active experience as a fire

fighter. Truck No. 7, in the five years and odd months of its existence, has prominently figured at all fires, great and small, that have occurred in the Mission district and South San Francisco. One of the most notable was the burning of McManus Hotel, Potrero, where Truck No. 7 made a gallant rescue of a lodger, but who was so severely burned that he died on his way to the hospital in the ambulance improvised by members of Truck No. 7. The old San Bruno Hotel fire was another exceptionally hot fire in which Truck No. 7 distinguished themselves, and in which several members of the company were badly burnt. The material in this old building was highly inflammable, but by the heroic exertions of the companies the flames were confined to the building. The other notable fires were Patrick's Tannery, Holje's Glue Works, where the watchman was burned to death, and the disastrous conflagration at Fourth and Bluxome streets in 1895 where three blocks were burnt. Truck No. 7 has been well to the fore in other fires too numerous to mention. At the fire on Fourth and Folsom, where John Moholy and Frank Keller of Chemical No. 6 and Timothy Hallinan of Truck No. 1 lost their lives, Truck No. 7 did good work and helped rescue the bodies of the three brave men from the smouldering mass of ruins.

It responded on the third alarm at the Baldwin Hotel fire and played upon that terrible conflagration for eighteen hours.

The other members of the company are lieutenant, Wm. Bannan; driver, Charles Thoney; tillerman, John J. Pyne; truckman, Henry Sullivan; Wm. J. O'Connor; Frank Johnson; J. J. O'Connor; Michael Wright and Frederick Wood. The truck in use by the company is a Larkin Truck built by Wm. Larkin & Co. of this city.



LIEUT. WM. J. BRANNAN

Wm. J. Bannan was born in San Francisco in August, 1867; joined the Fire Department August 12, 1886; now ranks as lieutenant of Truck No. 7.



JOHN J. PYNE

John J. Pyne was born in San Francisco March 24, 1867; joined the Department August 1, 1894; now ranks as truckman of Truck No. 7.



HENRY SULLIVAN

Henry Sullivan was born in San Francisco July 17, 1869; joined the Department December, 1895; now ranks as truckman of Truck No. 7.



FREDERICK WOOD

Frederick Wood was born in Virginia April 7, 1865; came to California in 1875; joined the Department in 1894, and now ranks as truckman of Truck No. 7.



CHARLES H. THONEY

Charles H. Thoney was born in 1858, in Newark, N. J. Came to California in 1871; joined the Department in 1895, and now ranks as driver of Truck No. 7.



FRANK JOHNSON

Frank Johnson was born in Boston, Mass., July 2, 1852; came to California in 1864; joined the Department in 1875, and ranks as truckman of Truck No. 7.

TRUCK COMPANY NO. 8.

Truck Company No. 8 is one of the youngest in the department, but if it has not the record that age gives, it can out-class them all in the splendor and internal equipments of the truck house, which is situated with Engine Company No. 35 at 38 Bluxome street, in handsome and commodious premises specially built for them. The house is constructed upon the most approved plans of modern architecture and is steam-heated throughout. There are two spacious dormi-



WILLIAM J. O'CONNOR

William J. O'Connor was born in San Francisco April 26, 1866; joined the Department August 15, 1894, and now ranks as truckman of Truck No. 7.



CAPT. FRANK NICHOLS

tories, containing four shower baths, two plunge baths and two sitting rooms for the use of the firemen. The whole building is lighted by electricity, and fitted out in the best of style. The career of Truck Company No. 8 and Engine Company No. 35 are so closely identified that they are almost considered one company. They have responded to the same alarms and been at the same fires since their organization. Mr. Frank Nichols is the captain of Truck Company No. 8. He is an experienced fireman, and joined the



MICHAEL WRIGHT

Michael Wright was born in San Francisco April 25, 1863; joined the Department in December, 1894, and now ranks as truckman of Truck No. 7.

department about eight years ago. He was born in San Mateo county, California, December 28, 1866. He joined Engine Company No. 9, but was at once transferred to Truck Company No. 1, with which he remained until his present company was organized.

He has been on active duty at all the important fires of the city proper during the last eight years, and ranks high in the department as a fireman. The remaining members of his company are: lieutenant, Walter Boynton; driver, Joseph Ryan; tillerman, John Finnigan; truckmen, George T. Logan, Henry Mulligan, Charles Maguire, Peter Gallagher, James Dooley, Andrew Chesney, Fred Ellenberger and Michael Flanigan. The truck in use by the company is known as a Hayes extension ladder truck, first class.

Messrs. Ryan and Finnigan are veterans of the Spanish-American war, and accompanied the First California Regiment, Co. F, to the Philippines, staying with their comrades to the end.



ANDREW CHESNEY

Andrew Chesney was born in California, May 9, 1873; joined the Department, October 1, 1895; now ranks as truckman of Truck No. 8.



G. T. LOGAN

G. T. Logan was born July 9, 1874; joined the Department 1895; now ranks as truckman of Truck No. 8.



HENRY MULLIGAN

Henry Mulligan was born in San Francisco, September 21, 1873; joined the Department in October, 1895; now ranks as truckman of Truck. No. 8.



PETER GALLAGHER

Peter Gallagher was born in San Francisco in 1875; joined the Department in 1898 as extraman; now ranks as truckman of Truck No. 8.



JOSEPH P. RYAN

Joseph P. Ryan was born in San Francisco, January 14, 1872; joined the Department, July 31, 1894; now ranks as driver of Truck No. 8.



CHARLES F. MAGUIRE

Chas. F. Maguire was born in Vallejo, California, in 1870; joined the Department in August, 1897, as extraman of Truck No. 7; then to Truck No. 8; now ranks as truckman of Truck No. 8.



JOHN FINIGAN

John Finigan was born in Wisconsin, August 24, 1858; came to California in August, 1873; joined the Department, September, 1886; now ranks as tillerman of Truck No. 8.



JAMES DOOLEY

James Dooley was born in San Francisco, June 5, 1874; joined the Department in December, 1896; now ranks as truckman of Truck No. 8.



F. A. ELLENBERGER

F. A. Ellenberger was born in California August 3, 1873; joined the Department, October 11, 1895; now ranks as truckman of Truck No. 8.



THE FIRE COMMISSIONERS IN SESSION — ROLLA V. WATT, PRESIDENT, IN THE CHAIR, CHIEF D. T. SULLIVAN TO LEFT

MAYOR PHELAN.

No book published about San Francisco would be complete without mentioning the name of Hon. James D. Phelan, our present Mayor. He has been before the people of this city so long as its chief executive, and as a

A description of his efforts in helping to beautify the city and place it on a plane where it belongs might be given, but his record as an official is quite enough for any intelligent citizen. No Mayor that San Francisco has ever had has labored more faithfully to see that muni-



MAYOR JAMES D. PHELAN

champion of the people's rights, that it is hardly necessary to call attention to his history. As one of the father's of the new Charter, and as the leader in every fight against corporate control of municipal affairs, Mayor Phelan has demonstrated that he has the welfare of this Western city by the sea at heart.

municipal affairs were conducted as they should be. In his efforts to have a clean municipal administration, Mayor Phelan has aroused fierce antagonists, but his fearlessness has caused him to triumph and the city to benefit by it. No corporation owns him, and that is sufficient for the people who have placed him in

power. His record is one that means honesty, progress and prosperity for the present and future of San Francisco.

In the fire that destroyed the First Baptist Church at 320-322 Eddy street on October 4, 1899, he had occasion to display his bravery. The falling of the blazing twin spires, caught and wounded Leo Costello of Engine Company No. 14. Mayor Phelan rushed into the blazing structure to the fireman's assistance and brought him out of the building, and was loudly cheered by the crowd of spectators.

J. C. MCKINSTRY.

The new fire commissioner appointed by Mayor Phelan is a son of ex-Justice



J. C. MCKINSTRY, FIRE COMMISSIONER

of the Supreme Court E. W. McKinstry, and, with his father, is a member of the well-known law firm of Stanley, McKinstry, Bradley & McKinstry. He is a native of this city and a graduate of St.

Ignatius College and the Hastings College of Law. He was formerly an associate of United States Senator Turner of Washington, at Spokane Falls, and after remaining five years there he returned to this city to continue the practice of his profession. He is a democrat in politics, of the true Jeffersonian type, possesses high administrative ability, and will make a splendid record in his new position, as he inherits the strong mental faculties of his respected and honored father.

No better appointment could have been made by the Mayor for the responsible and important position of fire commissioner.

EDWARD I. CHURCH.

Edward I. Church, the Assistant Secretary to the Board of Fire Commissioners,



EDWARD I. CHURCH

was born in San Francisco in 1865, and joined the department April 1, 1894, as hoseman of No. 33 Engine, then transferred to No. 27 Engine, in same position. Was with the Fire Patrol for four years.

ENGINE COMPANIES

ENGINE COMPANY NO. 1.

Engine No. 1 is a pioneer of the department, and went into service as one of the six original engine companies on December 3, 1866. The original members of the company were: Foreman, W. O. T. Smith; engineer, Sam Rainey,



CAPT. JAS. J. CALLEN

Jr.; driver, N. E. Waters; stoker, John Day; assistant foreman, J. Augustus; clerk, H. Hazeltine, Jr.; extramens, J. B. Butler, W. H. Godfrey, W. Smith, Theodore Brown, W. Brewer and O. S. Baker.

The engine-house was built many years ago, and is comfortable and commodious, having the usual dormitory and other rooms and conveniences. The company has an American engine of the first class and a Holmes hose wagon which carries 750 feet of hose. There are five horses in the house. The district covered on a first alarm is on a line with Bush street to the ferries and west to Mason street, then following Mason to California and the sea wall.

With a fire record of nearly 35 years, it would be an unnecessary task to re-

capitulate all the important fires Engine No. 1 has battled with. In the early days it had to cover the remotest parts of the city. The members are: Captain, James J. Callen; lieutenant, E. J. Gillig; engineer, Thos. Kelly; driver, Dan Farren; stoker, Joseph H. O'Brien; hosemen, J. J. Murray, Thos. Coleman, David F. Capelli, Charles Tyson and August Banker.

Jas. J. Callen was born in Montreal, Canada, in 1866; came to San Francisco in 1882; joined the department in 1896 as hoseman of Engine No. 17. Promoted to assistant foreman; now ranks as captain of this company. He has been injured while performing his duty at fires, and will wear the scars to his grave.



LIEUT. EDWARD J. GILLIG

Edward J. Gillig was born in Pennsylvania in 1867; came to San Francisco in 1869; joined the department in 1897 as hoseman of Engine No. 12 and was afterwards promoted to present position as lieutenant of Engine No. 1.



JOHN J. MURRAY

John J. Murray was born in San Francisco in 1869; joined the department in 1896 as extraman; now ranks as hoseman of Engine No. 1.



AUGUST BANKER

August Banker was born in 1863 in Berlin; came here in 1873; joined the department in August, 1895, as hoseman; now ranks as hoseman of Engine No. 1.



THOS. COLEMAN

Thos. Coleman was born in Boston, Mass., in 1845; came here in 1867; joined the department on May 1, 1880, as foreman of the fire boat Governor Irwin; now ranks as hoseman of Engine No. 1.



DAVID F. CAPELLI

David F. Capelli was born in California in 1868; came to San Francisco in 1873; joined the department in 1895 as hoseman; now ranks as hoseman of Engine No. 1.

ENGINE COMPANY NO. 2.

Engine No. 2 is located at 410 Bush street, and is the headquarters of Chief Engineer Sullivan, and Battalion Chief Wills. It went into service December 3, 1866, as one of the pioneer companies,



CAPT. MICHAEL BODEN

the original roll-call consisting of: Foreman, J. J. Kelley; engineer, Ira H. Chapman; driver, Peter Collins; fireman, C. E. Franz; assistant foreman, S. Davis; extramen, Thomas Sands, B. C. Donnellan, P. O'Reilly, P. S. Stockinger, W. B. Fleming, Jas. Clasby and George Post. The captain of the company is Michael Boden, a native of Armagh, Ireland, where he was born May 24, 1872.

The company has a great record for combating the numerous conflagrations of the last thirty-four years. For many years, in the early days, it responded on a first alarm for the greater part of the city. Of recent fires it rendered signal

service at the Baldwin Hotel, being the first company in, the first to take water, and amongst the very last to leave, after sixteen hours of continuous and exhausting work. It connected their stream with the water tower, to raise the tower, and led another stream into the rear of the burning building through the stage entrance. As far back as 1872, at the burning of the Harpending block, George L. Post, a member of Engine 2, who was on the pipe, was seriously injured owing to a section of a heavy wooden cornice falling and burying Post beneath the debris. His scalp was burned and his arm had to be amputated. In the same year, at the burning of the St. Lawrence Livery Stables, 212 Sutter street, the company rescued 20 horses by their daring and bravery.



LIEUT. C. F. WARD

The present lieutenant of the company recently had a narrow escape from a serious injury by falling to the ground from the top of a two-story

building owing to the slippery condition of the roof, and received some severe cuts and abrasions. The members of the company are: Captain, Michael Boden; Lieutenant, C. F. Ward; engineer, Charles Murray; driver, John W. Johnson; stoker, Chas. Schemel; hosemen, G. M. Dinan, M. J. McLaughlin, E. L. Raffestin, Frank B. Dougherty and W. Wanderlich. The company's engine is a Metropolitan of the second class, which is always kept in first class condition and ready for any emergency.

C. F. Ward was born in San Francisco in 1874; joined the department in February, 1897, as hoseman of Engine No. 3; promoted to stoker of Engine No. 1; now ranks as lieutenant of Engine No. 2.



CHAS. MURRAY

Charles Murray joined the department in November, 1893, and now ranks as engineer of Engine No. 2.



J. W. JOHNSON

J. W. Johnson was born in San Francisco in 1873; joined the department October 8, 1898, as driver; now ranks as driver of Engine No. 2.



FRANK B. DOUGHERTY

Frank B. Dougherty was born in San Francisco in 1875; joined the department in March, 1897, as stoker; now ranks as hoseman of Engine No. 2.



M. J. McLAUGHLIN

M. J. McLaughlin was born in San Francisco in 1874; joined the department May 15, 1898, as hoseman; now ranks as hoseman of Engine No. 2.



E. L. RAFFESTIN

E. L. Raffestin was born in France in 1869 and came to San Francisco in 1871; joined the department in May, 1895, as extraman; now ranks as hoseman of Engine No. 2.



GEO. W. DINAN

Geo. W. Dinan was born in San Francisco in 1874; joined the department in June, 1896, as hoseman; now ranks as hoseman of Engine No. 2, acting as lieutenant.

ENGINE COMPANY NO. 3.

Engine No. 3 is one of the pioneer companies of the paid Fire Department, having been organized on December 3, 1866. Its original location was on Sutter and Jones streets, but in 1872 it was moved to its present quarters at 1317 California street. The first foreman of the company was M. E. Fitzgibbon, who had been a prominent fireman in the old Volunteer Fire Department and a vice-president of the Exempt Company.

The captain of Engine No. 3 is Thomas Magner, who was born in March, 1862, and joined the department in September, 1890. He was assigned to his present company as hoseman, and in 1893 was promoted to foreman. On February 1, 1900, he became captain. He has thus

had over nine years' experience as an active fireman, and in that time has done duty at all the notable fires of the city.



CAPT. THOMAS MAGNER

During the 34 years that Engine No. 3 has been in service it has been engaged at every fire of any consequence in the city.

Of recent fires it worked twelve hours at the burning of the Burlington Hotel on Market street. At the Brannan street fire it battled with the flames all night, and rendered most effective aid, having to change its position no less than five times owing to the fierceness of the fire. At the Baldwin Hotel fire Engine No. 3 put in sixteen hours of good and effective work, and materially helped to save the whole block from complete destruction.

The engine-house is located on a steep and elevated site, which makes the speedy exit of the engine a matter requiring considerable skill, and the district

covered by Engine No. 3 is exceptionally hilly, some of the grades ranging from 12 to 20 feet in the 100 feet. The company has a second-class Clapp & Jones engine. It is the identical engine which was on exhibition at the World's Fair, and won first prize. For lightness, durability, power and beauty of design it stands unrivalled in the department.

The members of the company are: Captain, Thomas Magner; lieutenant, Walter P. Cline; engineer, T. J. Canavan; driver, Joseph Stevens; stoker, Wm. Byrnes; hosemen, Ben. Currier, S. S. Powell and Myrtle Yehl. Engine No. 3 is the headquarters of Battalion Chief Conlan.



LIEUT. WALTER P. CLINE

Walter P. Cline, lieutenant, was born in San Francisco October 12, 1875; joined the department March, 1896; promoted assistant foreman October 25, 1899; lieutenant, February 1, 1900.

ENGINE COMPANY NO. 4

Engine No. 4 is a pioneer company, and went into service December 3, 1866. It occupies the engine-house built for Tiger Engine No. 14 of the Volunteer Fire Department, and is located at 144 Second street. The original members of the company were: Foreman, J. E. Mitchell; engineer, J. S. Jones; driver, James Swanton; fireman, H. E. Scott; assistant foreman, Frank Clapp; clerk, G. W. Emmons; extramen, J. Tickner, J. Miller, J. E. Bailey, Jno. Romer, J. S. Kane and W. T. Ballars.



M. YEHL

M. Yehl was born in San Francisco October 28, 1872; joined the department June 23, 1898; now ranks as hoseman of Engine No. 3.



CAPT. JOHN WILSON

John Wilson, the captain of the company, is an experienced fireman, and joined the department about 14 years ago. He is a native of New York city, and was born September 22, 1856. In 1874 he came to California. Captain Wilson at one time was one of the district engineers of the department, but for reasons of his own preferred the less arduous duties of foreman, and at his own request was appointed foreman of Engine No. 12. On October 8, 1897,



THOMAS J. CANAVAN

Thomas J. Canavan was born February 7, 1870; joined the department in June, 1889; now ranks as engineer of Engine No. 3.

he became foreman of his present company.

The other members of the company are: Lieutenant, N. N. Mathewson; engineer, Michael J. O'Connell; driver, Maurice Hallinan; stoker, Edward Lennon; hosemen, James B. Minigan, Charles

and the firemen who were injured. The citizens also subscribed \$2,751.90, making \$7,751.90. This money was distributed amongst the injured firemen and the families of those who had met their death.

The company has a Metropolitan engine, one of the latest improved types of engines built, and which comes from the workshops of the American Fire Engine Company of Cincinnati.

Nelson N. Mathewson was born in Slatersville, R. I., in 1859; came to San Francisco in 1862; joined the department in 1891 as hoseman; now ranks as lieutenant of Engine No. 4.



LIEUT. NELSON N. MATHEWSON

Dakin, Bernard Donnelly, Edward Downs and F. H. Kenny. Its fire history would fill a volume, for the company is stationed in the manufacturing district, and has seen nearly 35 years of service. Two former members of the company met their death at the burning of the Crocker Building on October 8, 1885, in the discharge of their duty. They were Messrs. Peter F. Healey and Martin Hannan. At the same fire Philip McMahon of Engine No. 5, Nicholas Barbetta of Engine 12 and George E. Burr of Hose No. 1 were seriously injured. The owner of the building, the late Charles Crocker, handed Chief Scannell a check for \$5,000 to distribute amongst the families of the firemen who were killed



EDW. LENNON

Edw. Lennon was born in San Francisco on February 8, 1868; joined the department in 1893 as extraman; was promoted to assistant foreman of Truck No. 6, then foreman of Engine No. 30, then stoker of Engine No. 20; now ranks as stoker of Engine No. 4.



M. J. O'CONNELL

M. J. O'Connell was born in San Francisco in 1865; joined the department in 1890 as stoker; promoted to engineer in 1891 of Engine No. 18; now ranks as engineer of Engine No. 4.



J. B. MINIGAN

J. B. Minigan was born in San Francisco in 1871; joined the department in June, 1898, as hoseman, then steward; now ranks as hoseman of Engine No. 4.



CHAS. DAKIN

Chas. Dakin was born in San Francisco in 1871; joined the department in 1893.



M. HALLINAN

M. Hallinan was born in San Francisco in 1865; joined the department in 1894 as driver; now ranks as driver of Engine No. 4.



B. DONNELLY

B. Donnelly was born in Ireland in 1838; came to San Francisco in 1863; joined the department in 1878 as extra-man; now ranks as hoseman of Engine No. 4.



F. H. KENNY

F. H. Kenny was born in Brooklyn, N. Y., August 6, 1863; came to San Francisco in 1875; joined the department December 24, 1892, as hoseman of Engine No. 9; now ranks as hoseman of Engine No. 4.



E. F. DOWNS

E. F. Downs was born in San Francisco in 1871; joined the department in 1894 as hoseman; now ranks as hoseman of Engine No. 4.

ENGINE COMPANY NO. 5

Engine No. 5 went into service December 3, 1866, as a pioneer company. The original members of the company were: Foreman, J. E. Ross; engineer, H. Colvin; driver, Silas Lauder; fireman, W. S. Downes; assistant fireman, John J. Mahoney; clerk, Alf. Dennoe; extramen, T. Langan, Steve Bunner, Geo. Kennard, D. Sullivan, James Grady and James Dodd.

The captain of the company, J. J. Mahoney, has a unique record and may be justly styled the father of the Fire Department. He was born at Rochford, Ill., in 1837, and entered the service of the Fire Department as one of its pioneer members on December 3, 1866. He is still in harness, and despite the many years that have passed over his head,

ably and energetically discharges his duty on all occasions. Capt. Mahoney came to California in 1854, and was a member of Knickerbocker No. 5 of the Volunteers, which he joined in 1858. He was a fireman to the core, and when the days of voluntary service came to an end Captain Mahoney joined the new department. He commenced his career in the paid department as a member of Engine No. 5. He has stayed with that company right along, and will probably terminate a long and honorable career as a mem-



LIEUT. DAVID HARRISON

Thos. Coogan; driver, Robert Malburg; stoker, Dan Buckley; hosemen, Paul De Martini, Abe Isaacs, George Van Pool, Charles Gallatin and David Levy. The engine is a 1st class Clapp & Jones.

David Harrison, lieutenant Engine No. 5, was born in San Francisco April 20,



CAPT. J. J. MAHONEY

ber of the same company. For nearly 30 years he has been foreman of Engine No. 5. The company is in the very heart of Chinatown, and on several occasions has pulled unhappy Celestials from out of a burning building. It has taken a hand in subduing the fire king on occasions too numerous to mention, and at all the big fires of recent years has nobly done its duty. The members of the company are: Captain J. J. Mahoney; lieutenant, David J. Harrison; engineer,



THOMAS J. COOGAN

1872; joined the department May 1, 1895, as hoseman Engine 28; promoted assistant foreman Engine No. 5, June 12, 1899; appointed lieutenant Feb., 1900.

Thomas J. Coogan, engineer Engine No. 5, was born in New York City November 20, 1861; came to California July, 1862; joined the department as relief engineer in 1887; appointed engineer of Engine No. 8 in 1889; transferred to Engine No. 1, then to Engine 28, and then to Engine No. 5. Won second prize in the Evening Post competition for most popular fireman.



GEORGE VAN POOL

ENGINE COMPANY NO. 6.

Engine No. 6 is one of the original companies of the paid Fire Department, and went into service on December 3, 1866. The original members of the company were: Foreman, Adam Smith; engineer, Wm. Smith; driver, R. Tennent; fireman, I. P. Wyckoff; assistant fireman, James Riley; clerk, Chris.



ROBERT MALBURG

Robert Malburg was born in San Mateo, Cal., August 14, 1871; joined the department 1892 as hoseman of Engine No. 6; in 1895 appointed driver of Chemical No. 3; transferred to Engine No. 5, as driver, in 1896.

George Van Pool was born in San Francisco August 3, 1868; joined the department in 1893 as hoseman of Engine No. 1; in 1899 was transferred to Engine No. 5 as hoseman.



CAPT. J. J. CONROY

Cox; extramen, John Conway, John Murphy, T. Donnecliff, Tom Sawyer, E. E. Sparhawk and W. Crimmins.

The captain of the company is J. J. Conroy, a native of San Francisco, where he was born March 4, 1868. He joined the department in 1891 as truckman of Truck No. 3, then transferred to Engine No. 17, of which he became assistant foreman. Was appointed foreman of Engine No. 9 in 1897, and now ranks as captain of Engine No. 6.

The other members of the company are: Lieutenant, Julius De Meyer; engineer, P. H. Brandon; driver, Joseph McDonald; stoker, Charles Neil; hosemen, John Titus, Edward Daunet, Patrick Sullivan, Thomas Parker and Joseph Bailey.

For nearly 35 years the company has battled with the flames at all the notable fires of this city, and has saved the mercantile community many hundreds of thousands of dollars against loss by fire. It has an American fire engine.



P. H. BRANDON

P. H. Brandon was born in New York August 20, 1863; joined the department November, 1892, as engineer of Engine No. 1, and now ranks as engineer of Engine No. 6.



LIEUT. JULIUS DE MEYER

Julius De Meyer was born in New York City January 25, 1870; came to California in 1871; joined the department June 19, 1891, and now ranks as lieutenant of Engine No. 6.



JOSEPH McDONALD

Joseph McDonald was born in San Francisco October 8, 1863; entered the department August 20, 1892, as driver of Engine No. 6, and now ranks as driver of Engine No. 6.



PATRICK SULLIVAN

Patrick Sullivan was born October 22, 1872; joined the department December 2, 1893, as hoseman; now ranks the same with Engine No. 6.



EDWARD H. DAUNET

Edward H. Daunet was born in San Francisco June 17, 1873; joined the department April 1, 1897, as hoseman of Engine No. 13, and now ranks the same with Engine No. 6.



JOHN TITUS

John Titus was born in New York October 5, 1873; joined the department in 1895 as hoseman of Engine No. 31; now ranks the same with Engine No. 6.

ENGINE COMPANY NO. 7

Engine No. 7, by the barest margin, misses the distinction of being one of the original engine companies of the paid Fire Department. Nevertheless, it may lay claim to the title of being the legitimate successor of Young America Engine Company No. 13 of the Volunteer Fire Department, whose house it took charge of. It was organized April 15, 1868, as an engine company and supplanted Hose Company No. 5, one of the pioneer hose companies of the Department. The original roll of members of Engine No. 7 was: Isaac V. Denniston, foreman; P. H. Fleming, engineer; John H. Sutch, driver; John Cook, stoker, and Samuel Peterson, Patrick Fitzsimmons, John J. Crowley, Alfred Reilly, James West,

Jeremiah F. Crowley, H. P. Fogarty, and W. Allen, extramen. It went into service with an Amoskeag engine. In the first official report of Chief Whitney to the Board of Fire Commissioners he recommended that a "steamer be placed in charge of Hose 5, at the Mission, to be known as Steamer 7." This was in 1867, and the following year Engine No. 7 sprang into existence.



CAPT. ARTHUR WELCH

The captain of the company is Arthur Welch who was born in San Francisco March 6, 1870, and joined the department July 11, 1892; promoted to foreman February 4, 1895. He is an intelligent and capable fire fighter and has an experienced body of firemen in his company.

In the 32 years of its active service Engine No. 7 has combated many a conflagration, and has been a forceful participant in battling with the flames at all the big fires of the city.

The other members of the company are: Lieutenant, Samuel E. Kennard;

engineer, M. J. Rodrigues; driver, Lemuel Rudolph; stoker, John Allen; hosemen, Charles Molloy, J. M. Rojas and William Smith. In April, 1893, Driver Rudolph won the "Examiner" silver trophy offered by that journal in a competition open to all the companies in the department for the fastest time for a driver to leave his bed and get out of the engine house with his engine. Rudolph broke the record. Leaving his bed he ran 64 feet 9 inches from the bed to the harness, hitched up two horses single-handed, mounted the seat and rolled 46 feet with the apparatus in the incredibly short space of time of 25½ seconds. He also accomplished a floor hitch in 13¾ seconds. In this competition thirty-six companies had a run for the trophy. Engine No. 7 is located at 3160 Sixteenth street.



LIEUT. SAMUEL E. KENNARD

S. E. Kennard, lieutenant, was born in San Francisco March 15, 1864; joined the department December 4, 1886; promoted lieutenant April 15, 1893.



CHARLES MOLLOY

Charles Molloy, hoseman, was born in San Francisco February 27, 1866; joined the Department September 23, 1893.



WILLIAM T. SMITH

William T. Smith, hoseman, was born in San Francisco September 30, 1870. He joined the Department July 15, 1895.



L. RUDOLPH

L. Rudolph, driver, was born in St. Louis, Mo., June 30, 1846; came to California in 1854; joined the department January 1892.



J. M. ROJAS

J. M. Rojas, hoseman, was born in Santa Clara Co., Cal, July 29, 1852. He joined the Department March 31, 1893.

ENGINE COMPANY NO. 8.

Engine No. 8 was organized May 18, 1869. On the abolition of Hose Company No. 3, Engine No. 8 took possession of the house and equipments of that company, situated on the north side of Pacific street, between Leavenworth and Jones streets. It went into active service June 1, 1869, with a third-class Amoskeag engine. The original members of Engine No. 8 were H. D. Claffy, foreman; J. P. Hawkins, engineer; J. C. Wilson, stoker; Rufus S. Lapman, driver; C. Lane, J. Clements, D. Y. Phelps, Cramer Galatine, J. St. Clair, M. Shattuck, John O'Brien and Lenon Harris, extramen.

Engine No. 8 consists of eight men, and its present location is at 1648 Pacific street. The captain is S. D. Russell, who joined the department August 8, 1888. He was first attached to Hose No. 8, afterwards transformed into Engine No. 20, and in January, 1889, was transferred to his present company, with which he has remained ever since. Captain Russell was assistant foreman of Hose No. 8, and since January, 1894, has been foreman of Engine No. 8, until the new Charter gave him the title of captain in January 1900. Captain Russell is a capable and experienced fireman, who was born in San Francisco in 1861. During the last 30 years the company has fought all the notable fires of San Francisco. Of comparatively recent years a few of the more important fires in which Engine No. 8 has been engaged were the big blaze on Glover street in June, 1894, where two children lost their lives and two firemen dropped from exhaustion owing to the intense heat; the Brannan street fire, the Francis-Valentine printing establishment—one in 1893 and another at the same place two years later,

the burning of the Union Box Factory on Powell and Bay streets, and the American Cracker Company. At the terrible conflagration that swept away the Baldwin Hotel, Engine No. 8 occupied a position so close in that the engineer had to stand in the middle of Market street, rush in and hurriedly squirt oil into the engine, throw in a shovelful of coal and then beat a hasty retreat, the heat being so terrific. Notwithstanding all this, Engine No. 8 held its position until the cornices from the burning building fell



CAPT. S. D. RUSSELL

and damaged the engine and destroyed the suction. For eight hours, despite the heat and the danger, Engine No. 8 stood to its post. The other members of the company are: Lieutenant, W. W. Willis; engineer, Edward Colligan; driver, M. J. Glennan; stoker, Robert McShane; hosemen, Matthew Brown, Stephen S. Balk and Daniel J. Coughlin.

The company has a La France engine of the second class.

S. D. Russell, Captain, was born in San Francisco January 1, 1861. He joined the Department August 8, 1888.



LIEUT. WALTER W. WILLIS

Walter W. Willis, Lieutenant of Engine Company No. 8, was born in San Francisco November 25, 1870. He joined the Department November 6, 1896.



MATTHEW BROWN

Matthew Brown was born in New York and is 38 years of age. He joined the Department in 1891 as truckman of Truck No. 1 and was transferred to Engine No. 8 as hoseman.



DANIEL J. COUGHLIN

Daniel J. Coughlin hoseman of Engine Company No. 8 was born in San Francisco January 1, 1862. He joined the Department September 11, 1888.



EDWARD COLLIGAN

Edward Colligan, Engineer of Engine Company No. 8, was born in San Francisco September 30, 1867. He joined the Department April 7, 1894.



STEPHEN S. BALK

Stephen S. Balk joined the Department in 1897, was appointed steward of Hose Company No. 8 and later transferred to Truck No. 4. He now ranks as hoseman of Engine No. 8.

ENGINE COMPANY NO. 9.

Engine No. 9 ranks amongst the earliest of the companies although it is not a pioneer. It went into service October 30, 1871. The original mem-



LIEUT. JULIUS B. CANE

bers of the company were foreman, W. H. Spencer; engineer, Samuel Bridgewood; driver, Joseph Jourdan; fireman, Thos. F. Casey; hoseman, W. C. Ashton; W. G. Connor, S. J. Nash, James Connell, Peter McGuillan, A. S. Williams, J. E. Connolly, I. T. Bonnifield.

The captain of the company is Charles Cullen, who was born in San Francisco, August 24, 1872, and joined the Department in 1896 being assigned to Engine No. 17. On January 3, 1898 he became assistant foreman of Engine No. 6 until



CAPT. CHARLES CULLEN

the new charter gave him the title of lieutenant and acting captain. He was promoted in 1900 to his present rank. The lieutenant is J. B. Cane, engineer C. J. Strouse; driver, L. Waters; stoker, A. J. O'Brien; hosemen, W. D. Conroy, E. J. Shedly, Chas. Leter, James Bridgewood and Chris Claveau. The company is stationed in the thickest part of the manufacturing industries of the city, where fires and alarms are most frequent, and it has done duty at every fire of any importance for over thirty years. The company has a Clapp & Jones engine of the second class.

Lieut. J. B. Cane, born in Trenton, N. J., came to San Francisco in 1866; joined the Department in 1890 as hoseman of Fire Boat; transferred to Engine No. 30 as hoseman; promoted to driver of Engine No. 9, and now ranks as lieutenant.



CHARLES LETER

Charles Leter joined the Department in 1897 as substitute; promoted to extraman May 1899, and now ranks as hoseman of Engine No. 9.



WALTER CONROY

Walter Conroy was born in Sacramento in 1872; came here in 1873 and joined the Fire Department in 1895 as extraman. He now ranks as hoseman of Engine No. 9.

ENGINE COMPANY NO. 10.

Engine No. 10 was organized in February, 1873. Its original location was on Bryant street, between Fourth and Fifth, in a house built for it by the Kimball Carriage Company, but it afterwards moved to the house it now occupies at 516 Bryant street, the headquarters of Battalion Chief Fernandez. The first members of the Company were foreman, Chris Cox; engineer, Harry



CAPT. GEORGE BAILEY

C. Reynolds; driver, C. W. Edmonds; stoker, A. Truman; hosemen, P. J. Stockinger, Frank Clapp, H. Kingsley, Silas Lauder, M. T. Merrigan, J. W. F. Smith, J. Hayes and Jacob Bailey.

The company now comprises ten men: George Bailey, the Captain was born in Marshalltown, Iowa, April 1, 1859, entered Department in 1881 as hoseman of Engine No 12; promoted to stoker and then to captain of Chemical Engine No.

3 and now ranks as captain of present company; William Gill, lieutenant; Thos. McElroy, engineer; James Cronin, driver; Dennis Quinlan, stoker; John Lavaroni, C. E. Durning, Wm. Conniff, George H. Thomas and John Leckey, hosemen.



LIEUT. WM. GILL

The house was built only three years ago, and stands upon the site of a building which in the early days did duty as a school house, and served also as a meeting-house and place of rendezvous for the veterans of the Mexican War.

It is a model house with comfortable and home-like quarters for the firemen, having a spacious dormitory with bath rooms, etc.

The company has been in some big fires and has a praiseworthy record. In 1886 its engine was burnt owing to the fierceness of a fire it was combatting, and in August, 1899, at the Central Market fire four members of the company, namely, James McGibbon, Edward O'Neil, John Feehan and Daniel Higgins, were seriously injured by the roof falling in, McGibbon having a narrow escape of losing his life.

The company has a first-class La France engine, three-horse hitch, and a Holmes hose wagon, carrying 700 feet of hose with all the necessary equipments.

Monitor Battery No. 1 is stationed in this house. The apparatus was built by W. Henry Gorter, machinist of the Corporation Yards, whose invention it is. The driver is Nicholas Barbetta, an experienced fireman, who had a close call at the burning of the Crocker building, October 8, 1885, where Martin Hannan and Peter F. Healey were burned to death. Mr. Barbetta, then of Engine No. 12, was seriously burnt at that fire.

Wm. Gill was born in Annapolis, Md., in 1872; came here in 1880; joined the Department in 1890 as extraman of Engine No. 10; assistant foreman in 1895; now ranks as lieutenant of Engine No. 10.



THOMAS MCELROY

Thomas McElroy was born in San Francisco November 24, 1862; joined Department April 15, 1897 as engineer of Engine No. 12; transferred to Engine No. 16 and then to Engine No. 10, where he now ranks as engineer.



GEORGE H. THOMAS

Geo. H. Thomas was born in Newport, Wales, in 1863; came to California in 1880 and joined the Department in 1894 as extraman on the water tower; then to Truck No. 1; then to driver of carpenters' wagon. Now ranks as hoseman of Engine No. 10.



JOHN B. LAVARONI

John B. Lavaroni was born in Boston, Mass., July 26, 1854; entered the Department in 1879 as hoseman of Engine No. 12; promoted to assistant foreman; then to driver of one hose and now ranks as hoseman of Engine No. 10.



JOHN LECKIE

John Leckie joined the Department May 15, 1899; now a member of Engine No. 10.



C. E. DURNING

C. E. Durning was born in Virginia City, Nev., March 12, 1866; entered Department May 1, 1898 as hoseman of Engine No. 10; now ranks as hoseman.



DENNIS QUINLAN

Dennis Quinlan was born in Patterson, N. J., October 22, 1866; came to San Francisco in 1875; joined the Department as substitute of Engine No. 10 in 1887; was appointed extraman of Engine No. 4 in 1892. Then in 1893 to driver of Engine No. 8; then transferred to Engine No. 6 same year; then to stoker of Engine No. 17. In 1895 was appointed operator to Assistant Chief Dougherty; and in 1898 as hydrant man and when the Department was reorganized in 1900 was ranked as stoker of Engine No. 10.

ENGINE COMPANY NO. 11.

Engine No. 11 is located in South San Francisco and originally started out as a separate and independent fire company. It was organized by residents of South San Francisco in 1872 upon a purely volunteer basis, and had its engine house on the corner of Fourteenth avenue and N street. It acquired the old engine of Broderick No. 1 from the City Fire Department, and to signalize the appropriateness of the gift the residents of

South San Francisco, named their company Broderick No. 1 of South San Francisco. As a volunteer organization it rendered effective aid during its existence, and played a prominent and noteworthy part in several big fires that visited parts of South San Francisco from time to time. In 1873 the company was absorbed by the paid Fire Department of San Francisco and since that has been under the jurisdiction of the City Department. It has had a long career of usefulness, and has saved the residents of that neighborhood many hundreds of thousands of dollars by the prompt and efficient service it has rendered at conflagrations. Amongst the more notable fires in which Engine No. 11 has been engaged were the big fire at Reynolds Acid works, Funks tannery Cushion's distillery, Fifth avenue fire in Butcher Town in 1887 when half the town was destroyed, Holje's Glue works in 1895 and Pattrick's tannery. These were all big fires that demanded the most strenuous exertions and the most persistent attacks of the firemen to



CAPT. CHAS. SMITH

subdue, and in all of them the men of Engine 11 acquitted themselves in such a way as to uphold the best traditions of the Department.

The captain of the company is Chas. Smith who has belonged to the company for twenty-five years. He is a native of New York City where he first saw the light in 1850. Two years later



LIEUT. JOSEPH H. HOARE

he reached San Francisco. In 1875 he joined Engine No. 11 and has been a continuous member of the company ever since. He was assistant foreman and then foreman of the company for many years and has done duty as a fireman at all the fires of the last quarter of a century. At Funks fire he was badly burned and narrowly escaped very serious injury. Captain Smith has a first class corps of men in his company, most of whom are fire fighters of great experience. The names of the company are James Hoare, lieutenant; C. H. Ferguson, engineer; James Hogan, driver; Christopher Windrow, stoker, and C. F. McTernan, Frank Josephs and Peter Brady, hosemen.

The company has an Amoskeag engine of the second class, and is now stationed at Fifteenth and Railroad avenues.

A former member of this company, Mr. Edward O'Sullivan, has immortalized his name in all Fire Department circles in the world as the inventor of the wonderfully ingenious yet simple harness arrangement known as the swinging harness in use in Fire Departments of the United States.

Joseph H. Hoare, lieutenant, was born in San Francisco in 1863. He joined the Fire Department in April 1887, was promoted lieutenant in 1898 and now ranks as lieutenant of Engine No. 11.



C. T. WINDROW

C. T. Windrow, stoker of Engine No. 11 was born in Liverpool, England, August 17, 1844, and came to San Francisco in 1850. He ran with Manhattan Engine No. 2 as volunteer and joined the paid department in 1873 as member of Engine Company No. 11, where he ranks as stoker.



JAMES HOGAN

James Hogan, driver of Engine No. 11, was born in California in 1859 and joined the Fire Department in November 1894.



PETER BRADY

Peter Brady, hoseman of Engine No. 11, was born in California in 1874. He joined the Fire Department June 1897.



CORNELIUS MCTERNAN

Cornelius McTernan, hoseman of Engine No. 11, was born in California in 1873. He joined the Fire Department in 1897.

ENGINE COMPANY NO. 12.

Engine No. 12 was organized September 25, 1879. The original members of the Company were: foreman, George Maxwell; engineer, Frank Crockett; stoker, D. T. Sullivan; driver, John Mahone; hosemen, Thos. Matthews, J. Kransgrill, J. Fitzgerald, Wm. Barine, John Hewston, Frank Cullen, Thos. Fernandez and John O'Connor.

The present captain is Jeremiah Sullivan, who was born in San Francisco, July 23, 1873. He is a son of Daniel Sullivan who made for himself an enviable reputation as a volunteer fireman, being a member of the old exempt Fire Department at a time when the City of San Francisco was at the mercy of the fire fiend and looked to the old volunteers to subdue the flames with their primitive apparatus. He joined the Department April 7, 1897, as extraman of En-

gine No. 8. December, 1898, witnessed his promotion as assistant foreman of Engine No. 5. He then became foreman of Engine No. 28 and on October 27, 1899, was transferred to Engine No. 12 as foreman.

The company has a long and enviable record. The fires it has fought are too numerous to mention, but a few of the more notable were the Bancroft in 1886, at which the company put in twenty-three hours' work; the Winter

largest offices are open to any member of the Department.

At a fire on Market street in 1883, Messrs. Fernandez, Matthews and Barbetta, all of them being members of Engine No. 12, were overcome by the fumes of burning oil when fighting a fire.

The other members of the company are, lieutenant, Emile Gouvi; engineer, Andrew Reid; driver, William Hensley; stoker, Frank Becker; hosemen, Thos. Lyon, Geo. Spellman, Julius Phillips, H.



CAPT. JEREMIAH SULLIVAN



LIEUT. EMILE GOUVI

Garden in 1883, sixteen hours; the Crocker fire, twenty-four hours; Wagenheim, twenty-one hours; Chinatown in 1893, twelve hours. These are sufficient to show the exacting and exhausting nature of the demands made upon the energies of firemen on occasions of a large conflagration.

Chief Sullivan graduated from Engine No. 12, and for a time was stoker of the Company. His success shows that the

G. Root and Henry Behrmann. The company has a first class La France engine.

The company's record for a three-horse hitch is eight seconds. And its record at the Drill Tower for three-inch line is two minutes, four seconds.

Emile Gouvi was born in California in 1858. He joined the Department in 1883 as extraman and now ranks as lieutenant of Engine No. 12.



ANDREW REID

Andrew Reid was born in San Francisco in 1867. He joined the Department April 8, 1898, as engineer of Engine No. 12 and now ranks as engineer of same company.



WM. J. HENSLEY

Wm. J. Hensley, son of Fred C. Hensley, was born in San Francisco in 1870. He joined the Department in 1892 as relief driver, then driver and now ranks as driver of Engine No. 12.



HENRY O. BEHRMANN

Henry O. Behrmann was born in California in 1867. He joined the Department in 1897 as extraman and now ranks as hoseman of Engine No. 12.



GEORGE SPELLMAN

Geo. Spellman was born in San Francisco in 1875. He joined the Department in 1897 as extraman and now ranks as hoseman of Engine No. 12.



THOMAS LYONS

Thos. Lyons was born in San Francisco Feb. 14, 1873. He joined the Department Oct. 1, 1894 as extraman and now ranks as hoseman of Engine No. 12. He was granted leave of absence on June 13, 1898 to join the First California Volunteers in the Spanish-American war and reported for duty again Oct. 1, 1899.

ENGINE COMPANY NO. 13.

Engine No. 13 was organized in 1884. The original roll call was, foreman, Thos. Cavanaugh; engineer, Wm. Ger- ing; stoker, Nick McAvoy; driver, John Castle; assistant foreman, E. A. Shu- maker; hosemen, Chas. McMahon, Dan Curtin, H. C. Kingsley, John Windrow, Richard Windrow, H. H. Tucker and Maurice Berrett. The house is located at 1458 Valencia street, and the company covers the Mission district on a first alarm.

The captain is Daniel Newell who has had over seven years experience as an active firemen, having joined the Fire Department January 8, 1893. He is a

native of San Francisco and was born April 21, 1858. His first company was Engine 25 of which he was made assistant foreman two years after joining it. He was then promoted to Engine No. 13 as foreman, and in the early part of this year received his new dignity of captain.

The company has a second class La France engine and a Graves hose wagon built in San Francisco, which carries 750 feet of $2\frac{3}{4}$ hose. The engine has a three-horse hitch and the wagon two. The engine house was specially built for this company, and is a modern edifice built upon the lines of the most approved architecture, with the usual dormatory, bath rooms and sitting room.

The company has a first class record as fire-fighters and has battled with all the notables fires of its district since the company went into service. At a fire on Page street on June 7, 1863, when twenty buildings were consumed, hose- man Richard Windrow, Joe Madison and



CAPT. DANIEL NEWELL

W. Davis of Engine No. 13 lost their lives whilst in the discharge of their duty, by being struck by a falling chimney.

The other members of the company are, lieutenant, John Pendergast; engineer, John F. McQuaide; driver, Geo. McLaren; stoker, Thomas Barry; hose-men, Walter Nichols, Thomas Rennilson and John F. O'Donnell.

ENGINE COMPANY NO. 14.

Engine No. 14 is within the sphere of influence of Battalion No. 7 and is under the supervision of Battalion Chief Waters. The company has seen much service and has a record of which any company might well feel proud. It was organized in November 1884 and prior to its organization as an engine company was Hose Company No. 6. It has a highly disciplined and effective company of active and intelligent young men who have earned their laurels in many a fierce fight with the all-devouring Fire King. The captain is William J. Kenealey, a native son of the Golden West who was born at Stockton, Cal., on March 24, 1862. He joined the Fire Department on June 11, 1889 and was attached to Engine 14; thence transferred to Hose No. 2, which was afterwards disbanded and reorganized as Engine No. 22 with Mr. Kenealey as its first foreman on August 1, 1897. On

November 17, 1894 he became once more attached to his first love and was appointed foreman of Engine No. 14. Upon the reconstruction of the Department under the new city charter Mr. Kenealey became captain of the company, his appointment dating from February 1, 1900. Captain Kenealey is an able and enthusiastic fireman, and on several occasions has imperilled his life in the discharge of his duties at a fire. At the Eddy street fire he was seriously burnt and at the Page street fire got his eyes burnt badly. But his most notable achievement was at the Buchanan street

fire in September where he played so conspicuous a part in helping rescue J. H. Rulffs, who subsequently died from the injuries he then received. It was at this fire that Battalion Chief Dolan won the Scannel medal for his bravery in rescuing Rulffs. Captain Kenealey helped carry Rulffs out from the burning building out of reach of the suffocating fumes of smoke that had overpowered him, and emerged from the flames side by side with Mr. Dolan. At this fire the members of Engine No. 14 rescued three



CAPT. WILLIAM J. KENEALLY

horses stabled in the burning building, but the unfortunate animals had received such a scorching that they perished almost immediately. The company has been engaged in combating fires too numerous to mention, but among the most noteworthy conflagrations that have visited the city at different times, in which Engine 14 has played a prominent part are the Ashbury Heights fire; the Page street fire in June, 1893, which consumed a block and a half and at which Engine No. 14 put in thirty-three hours of continuous and splendid work; the burning of the convent on Golden

Gate avenue in October, 1893, when a fireman named Cronan was killed, was another notable fire at which Engine 14 maintained its best traditions; the Bancroft fire on Market street, when two men were smothered; the Crocker fire; the Brannan street fire, the Spear street fire, covering several blocks, were all fires at which Engine 14 was well to the fore, as also were the burning of the Linseed Oil works on King and Third streets, which burned for one week; the big fire on Fifth and Bryant streets, which destroyed three blocks, the Francis Valentine fire; the Grand Central Market; Sarom's Candy factory and Columbia Theatre fires.

At the Baldwin Hotel fire Engine No. 14 did Yoeman's service and faced the terrific heat and dense volumes of flame and smoke that swept the whole neighborhood, for fifteen hours, standing to their guns to the last. Engine 14 stood at the Powell street entrance. It was the first company to enter the fire from that side and the last to come out, and only retired as the tottering walls of the ruined edifice were beginning to fall. It is no wonder that the men feel proud of the honorable record of Engine 14. In all of these fires its members have never once shirked in their duty and have always stood loyally by each other where the fight raged the fiercest.

The members of the company are John Bowlan, lieutenant; L. H. Barricks, engineer; Daniel Lyons, driver; Herbert Sorensen stoker; Hugh Powers, Leo Castillo and E. A. Richardson, hosemen; Mr. Castillo has twice met with serious injuries in his career as a fireman.

The Engine House is located at 1017 McAllister street. Captain Keneally and Leo Castillo were both prizemen in the "Post" competition for the most popular firemen in Department.



LIEUT. JOHN C. BOWLAN

John C. Bowlan, lieutenant of Engine No. 14, was born in San Francisco September 22, 1867. He joined the Fire Department in May 1896.



LEO. D. CASTILLO

Leo M. Castillo, hoseman of Engine No. 14, was born in Boston, Mass., April 15, 1861 and came to California in 1867. He joined Engine No. 14 in July 1888.



LOUIS H. BARRICKS

Louis H. Barricks, engineer of Engine No. 14, was born in Oakland, Cal., July 15, 1861. He joined Engine No. 9 in 1887 and was transferred to Engine No. 14 August 16, 1887.



HUGH POWERS

H. Powers, hoseman of Engine No. 14, was born in Nova Scotia, Canada, July 24, 1858. He joined Hose No. 6 in May 1883, and Engine No. 14 November 1, 1884.



HERBERT SORENSEN

Herbert Sorensen, stoker of Engine No. 14, was born in San Francisco July 14, 1873. He joined Engine No. 14, in October 1895.



EDWARD A. RICHARDSON

Edward A. Richardson, hoseman of Engine No. 14, was born in San Francisco June 19, 1872. He joined Engine No. 14, August, 1895.



DANIEL LYONS

Daniel Lyons, driver of Engine No. 14, was born in Boston, Mass., and came to California in 1868. He joined Chemical Engine No. 5 in December 1894 and was transferred to Engine No. 3 as driver and then to Engine No. 14 December 1, 1899.

ENGINE COMPANY NO 15.

Engine No. 15 comprises eight men and is in Battalion No. 6 of which Mr. M. J. Dolan is battalion chief. It was organized July 1, 1885. The captain of the company is Frederick Whitaker who was born in San Francisco December 7, 1866 and joined the department in 1892. He was first attached to Truck No. 5 and two years later was transferred to his present company to which he was promoted foreman August 15, 1898. In January 1900 he became captain. He is a capable fireman and has as his colleagues a thoroughly efficient corps of fire-fighters.

The company has played an important part in all the big fires in the "down-

town" district since its organization. To particularize each fire that Engine No. 15 has been engaged in would fill the pages of a volume of considerable bulk.

Of recent fires the most notable was the Baldwin Hotel fire, at which Engine 15 did splendid service and fought that terrible conflagration for eight hours continuously. It also did good work at the Brannan street fire, the Ashbury Heights fire and the formidable fire at the Grand Western Market. The members of the company have all seen much service and are trained firemen upon whose coolness and courage their chief may always rely. The engine house is situated at 2114 California street, and the Engine in use by the company is a La France, third class double.

The members of the company, besides the captain are lieutenant, George Brown; engineer, A. Imbrie; driver, Frank Lermen; stoker, Timothy O'Brien; hosemen, James Koopman, E. J. Moran, and T. R. Walsh.

Engine No. 15 is the headquarters of Battalion Chief M. J. Dolan.



CAPT. FREDERICK WHITAKER



LIEUT. GEORGE F. BROWN

George F. Brown, lieutenant of Engine No. 15, was born in San Francisco October 26, 1872. He joined the Department May 1, 1894.



JAMES KOOPMAN

James Koopman, hoseman of Engine No. 15 was born in San Francisco August 20, 1870. He joined the Department in 1891.



AUGUSTUS F. IMBRIE

Augustus F. Imbrie, engineer of Engine No. 15, was born in San Francisco June 3, 1871. He joined the Department October 1, 1892.



TIMOTHY O'BRIEN

Timothy O'Brien, stoker of Engine No. 15 was born in San Francisco February 17, 1865. He joined the Department July 1887.



FRANK LERMEN

Frank Lermen, driver of Engine No. 15, was born in San Francisco December 15, 1872. He joined the Department July 1, 1895.



EDWARD J. MORAN

Ed. J. Moran, hoseman of Engine No. 15, was born in Chelsea, Mass., June 24, 1862, and came to California in 1865. He joined the Department June 1, 1886, and remained fourteen years with Engine 15.



THOMAS R. WALCH

Thos. R. Walch, hoseman of Engine No. 15 was born in New York City August 10, 1850, and came to California in 1877. He joined the Department July 1, 1885.

ENGINE COMPANY NO. 16.

Engine No. 16 is located at 1009 Tennessee street, near the Union Iron Works. It comprises eight men. The captain is C. J. Hogan, who is a native son, and was born March 10, 1872. He first joined the department as a member of Engine No. 3 on July 1, 1896, and was promoted foreman of his present company on May 1, 1899. In January, 1900, he was appointed captain. He is a fireman of considerable experience, and has also been a soldier, as he served in the Phillipine campaign as first lieutenant of Company M, and was wounded at Santa Ana on February 5, 1899. He went right through the campaign, and in April, 1899, was invalided home. For his meritorious services in this campaign he was promoted to the rank of captain of Company M.

It was formerly Hose No. 7, and was organized in February, 1879, as a hose company, and transformed into Engine No. 16. It has been engaged in all the big fires of the Potrero and South San Francisco of the last twenty years. The



CAPT. CHAS. J. HOGAN

company stands well in the department for its efficiency, and is well represented by a capable body of firemen. At the big fire at the Potrero about eleven years ago, when two entire blocks were swept away, Engine No. 16 was the first company on the ground, and had for some time to bear the entire burden of battling with the fierce flames that were consuming the inflammable wooden buildings. At this fire a former foreman of this company, Patrick McCormack, saved the life of a man named John Kennedy, who was taken from one of the burning buildings. The company was well to the fore at the Brannan street fire, and did its share towards staying the further spread of that disastrous conflagration. At the Baldwin Hotel fire Engine No. 16 worked seven hours, and maintained its

reputation for efficiency. The members of the company, other than the captain, are Martin Duddy, lieutenant; Samuel Rainey, engineer; M. E. Gray, driver; B. F. Jones, stoker, and William Moore, Philip Moholy and Michael Cusack, hosemen. Mr. Moholy is a brother of the late John Moholy, who was captain of Chemical No. 6, and who heroically met his death in the discharge of his duty at a fire on Folsom street in 1897.

The company has an Amoskeag engine of the second class. Captain Hogan is entitled to the distinction of being the first chief of the Fire Department in Uncle Sam's new possessions in the Phillipines. After the surrender of Manilla he was selected, because of his experience as a fireman, as military chief of the Fire Department.



MARTIN DUDDY

Martin Duddy was born in Ireland October 12, 1875; came to the United States when three years old; joined the Department in 1897 as hoseman of Engine No. 14, and now ranks as lieutenant of Engine No. 16.



SAMUEL RAINEY

Samuel Rainey, engineer of Engine No. 16, was born in San Francisco in 1877; joined the Department in 1898.

ENGINE COMPANY NO. 17.

Engine No. 17 was organized July 1, 1888. The original members of the company were, engineer, William Cunningham; driver, Phil Ray; stoker, Dave Allison; foreman, John Doherty; hosemen, George Mathieson, Dave Kane, George Franks, Victor DeMartini, Thomas Creighton, James Kelly, T. Moran and Ed. White. The present complement of the company is ten men. John Doherty is captain. He is a native of Massachusetts and was born November 5, 1857 and came to California April 1, 1876. In February 1884 he joined the Department as hoseman of Hose Company No. 1, and soon became assistant foreman. In 1888 on the organization of Engine No. 17 he took charge as foreman and has remained with it ever since.

The other members of the company are lieutenant, William Nicholson; engineer, William Kerrigan; driver, Claude Brownell; stoker, Frank McCluskey; hosemen, J. C. Crowley, Philip Denehy,



CAPT. JOHN DOHERTY

Joseph Hayden, William Sawyer, and William O'Farrell.

The company has taken a hand in fighting all the fires of the central portions of the city for the last twelve years, and has always kept its end up. It has a first class American engine.



WILLIAM O'FARRELL

William O'Farrell, hoseman of Engine No. 17 was born in San Francisco April 14, 1867. He joined the Department September 17, 1888.

ENGINE COMPANY NO. 18.

Engine No. 18 has its quarters at 317 Duncan street, and has a membership of seven men. It was organized in 1891, the original members being: Foreman, Henry F. Horn; engineer, James Mason; stoker, William Hart; driver, William Shackleton; assistant foreman, Thomas



CAPT. WILLIAM M. HOLMES

McGraith; hosemen, William St. Amant, Nat Hubbert, John Reimers, John Smith, Harry Jackson, J. F. Winter and Wm. Walsh. It has a modern engine-house with all usual accommodations and conveniences, excepting a sitting room, which has been overlooked. It has a La France engine of the third class, three-horse hitch and a Graves wagon, which carries 800 feet of $2\frac{3}{4}$ -inch hose.

It takes in the district lying between Twenty-fourth street to the county line on a first alarm. The company took part in the Ashbury Heights fire, and the big Brannan street conflagration. At all the fires and alarms in its own district the company has always promptly responded.

Prior to the new Charter, and when the company had twelve men, it held

the record for several months at the Seventeenth street drill tower, namely, 1.51. On May 6, 1897, at a hose-coupling contest, Engine No. 18 carried off the first prize. In 1899 it again distinguished itself by winning first prize at the Mission Zoo hose-coupling contest.

The captain is William M. Holmes, who hails from Covington, Kentucky, where he was born February 20, 1862. He joined the department in 1892 as hoseman of Engine No. 12, then promoted to assistant foreman of Engine No. 13, and later to foreman, and now ranks as captain of Engine No. 18, receiving his commission April 6, 1898. The other members are: Lieutenant, Dan Murphy; engineer, Dan McLoughlin; driver, John Scannell; stoker, Chas. McDonald; hosemen, J. P. Reimers, Thomas P. Jones and Thomas Connors.



JOHN P. REIMERS

John P. Reimers was born in Hamburg, Germany, April 5, 1846; joined Department October 7, 1884, as hoseman of Engine No. 9; transferred to Engine No. 18, where he now ranks as hoseman. While on duty with Engine No. 9 he lost an eye.



DANIEL J. McLOUGHLIN

Daniel J. McLoughlin was born in Oakland, Cal., September 4, 1872; entered Department November 19, 1897, as engineer of Engine No. 18, which is his present rank.



THOMAS CONNORS

Thomas Connors was born in Ireland in 1861; came to America in 1872; came to San Francisco in 1870; joined Department in 1897 as extraman; now ranks as hoseman of Engine No. 18.



CHARLES McDONALD

Charles McDonald, born in San Francisco in 1869, joined Department July 17, 1893, as hoseman of Engine No. 9; transferred to Engine No. 13 as assistant foreman; ranks as stoker of Engine No. 18.



JOHN SCANNELL

John Scannell was born in Boston, Mass., August 10, 1866; joined the Department August, 1898, as hoseman of Engine No. 24; transferred to Engine No. 15; ranks as driver of Engine No. 18.

ENGINE COMPANY NO. 19.

Engine No. 19 is stationed at 1749 Market street, and comprises nine men. It was originally Hose Company No. 5 and was transformed into an engine company in June 1893, its location then being on Waller street between Octavia and Laguna streets. The first members of Engine No. 19 were, foreman, James Riley; engineer, William Douglas; driver, Dan Farren; stoker, William Geddes; assistant foreman, John Matheson; hosemen, Wm. Connors, Joe Zammitt, James Reid, W. Mulcahy, Thos. Bean, Joe O'Brien and Michael O'Neil. The present captain is H. F. Horn, a native of Stockton, Cal., where he was born June 14, 1859. He joined the Fire Department July 1, 1885, as hoseman in Engine No. 15. In October, 1885, he was transferred to Engine No. 13, and three years later became assistant foreman of that company. In July 1891 he was promoted foreman of Engine 18 and on May 1, 1897, was transferred to his present company as foreman.

Engine 19 has seen considerable service. It has rendered yeoman's aid in fighting fires. John Cronin, a former member, was killed at St. Rose's academy by being struck by a line of hose whilst he was on a ladder and hurled to the ground. John Wilkinson met his death at another fire, and William Mulcahy was so seriously injured as to be incapacitated from further work, and is now on the pension roll.

The company has the best record for town drill at the Seventeenth street tower, namely: one minute forty-four seconds for $2\frac{3}{4}$ hose. This tower is said to be considerably higher than the drill tower at North Beach. The engine house is built of red brick and stands out

conspicuously on Market street between Tenth and Eleventh streets. It has two dormitories with all the usual conveniences, and is lighted by electricity and gas and steam heated throughout.

The engine is a second class Metropolitan, and the hose wagon a Graves. Nine horses are stabled in the house in constant readiness for immediate use.

The house is the headquarters of Second Assistant Chief Shaughnessy.

The other members of Engine No. 19 are, lieutenant, John Matheson; engineer, S. P. Oppenheim; driver, John Little; stoker, Charles Bryant; hosemen, Cornelius Kelleher, Henry Speckman, William Muentner and William Frodsam.

ENGINE COMPANY NO. 20.

Engine No. 20 is stationed at 2117 Filbert street. It was organized as Hose No. 8 on February 1, 1879, with J. J. Casebolt as foreman; John Coughlin, assistant foreman; A. Hauser, driver; J. Murphy, steward; Steve Ba'k, W.



CAPT. HENRY SCHMIDT

Harrigan, J. McKnight and J. Devlin, hosemen.

On July 1, 1893, the company was transformed into an engine company, the roll-call at that time being: H.



LIEUT. JAMES J. KELLY

Schmidt, foreman; P. Canty, assistant foreman; J. Trainer, engineer; J. Tyrel, stoker; John Allen, driver: J. Devlin, Frank Koopman, J. Smith, M. J. Farley, J. Gavin, J. Herlihy and Tom Dunagan, hosemen. Henry Schmidt has been steadfast in his allegiance to Engine No. 20, and is still with it as captain. He is a native of Ottawa, Ill., and was born July 17, 1850, and four years later came to California. On April 15, 1879 he joined Hose Company No. 8 and became, in turn, assistant foreman and foreman of that company.

The other members of the company are, lieutenant, J. J. Kelly; engineer, Frank Crockett; driver, Maurice Barrett; stoker, James Tyrell; and J. Gavin, P. Canty and Wm. Matheson, hosemen.

A few of the more important fires were Krez's tannery, where Engine No. 20 worked ten hours; Roth, Blum & Co packing house, thirty-six hours; and the San Francisco Gas Improvement Co., where a pile of coal was on fire at which Engine No. 20 worked three days. The company's engine is a third class Clapp & Jones.

James J. Kelly was born in San Francisco, Cal., January 4, 1869. He joined the Department August 16, 1895 as hoseman of Engine No. 20, was promoted to assistant foreman and now ranks as lieutenant of Engine No. 20.



FRANK CROCKETT

Frank Crockett, engineer of Engine No. 20, born in Newark, N. J., in 1847, joined Department in 1877, and while machinist at Corporation Yard, he took out the new water tower at the Wangenheim fire. The walls caved in, wrecking the Tower, and his bravery in sticking to his post of duty was commended by all.



MAURICE BARPETT

Maurice Barrett, driver of Engine No. 20, was born in New York City March 15, 1859. He joined the Fire Department in 1883.

ENGINE COMPANY NO. 21.

Engine No. 21 embraces a membership of eight men, and is located at 1152



CAPT. JOHN FAY

Oak street, where Truck No. 6 is also stationed. It was organized June 24, 1893.

The captain is John Fay, who has seen many years of active service as a fireman. He was born in Nantucket, Mass., and joined the department nearly eighteen years ago. He was first attached to Engine No. 2, and on organization of Engine No. 21 took charge as foreman, and was appointed captain in January, 1900.



LIEUT. JAMES FEENEY

Since its inauguration in 1893 the company has taken part in numerous fires, and in all the notable conflagrations which have visited the city in the last seven years Engine No. 21 has played a conspicuous part. At the memorable Brannan street fire in 1895 Engine No. 21 upheld the honor of the Fire Department, and at the Baldwin Hotel fire it got in some first-class work during the four hours it was engaged. At other fires too numerous to mention,

the zeal and energy of the men of Engine Company No. 21 have been amply proved on scores of notable occasions. The company has an Amoskeag second class.

The members, other than the captain, are: Lieutenant, James Feeney; engineer, Henry A. Smith; driver, Joseph Cully; stoker, H. H. Smith; hosemen, Charles Cochran, Daniel Cooney and Joseph Rogers.

James Feeney was born in San Francisco, and joined the Department September 15, 1893, as hoseman of Engine No. 21, and now ranks as lieutenant of Engine No. 21.



JOSEPH J. CULLY

Joseph J. Cully was born in Brooklyn, N. Y., on February 8, 1863; joined the Department on June 1, 1891, and was stationed at the water tower; transferred and promoted to driver of Engine No. 9; now ranks as driver of Engine No. 21.

Charles Cochran, while on duty as fireman at a fire on Eliis and Scott streets, received a paralytic stroke owing to the intense heat of the fire, and was rescued by his comrades.



CHARLES COCHRAN

Charles Cochran was born in San Francisco in 1870; joined the Department in 1893, and was attached to Engine No. 21; soon ranked as assistant foreman, until disabled; now ranks as hoseman of Engine No. 21.



HENRY A. SMITH

Henry A. Smith was born in San Francisco November 25, 1872; joined the Department August 15, 1894, as engineer of Engine No. 9, and now ranks as engineer of Engine No. 21.

ENGINE COMPANY NO. 22.

Engine No. 22 comprises eight men, and is located at 1819 Post street. On August 1st, 1893, it was transformed into an engine company. Prior to that date it was Hose Company No. 2, which was one of the original hose companies of the paid Fire Department, and went into service on December 3, 1866, Robert Cleary being the first foreman. But the greater utility and efficiency of engine companies displaced the old hose com-



HERBERT H. SMITH

Herbert H. Smith was born December 27, 1865; joined Department February 7, 1895, as hoseman of Engine No. 32; promoted to stoker of Engine No. 10; now ranks as stoker of Engine No. 21.



CAPT. JOHN R. MITCHELL

panies, and accordingly Hose 2 went out of existence.

The captain of Engine 22 is John R. Mitchell, who was born in Boston, Mass., December 5, 1865. He joined the Department on June 2, 1886, and was attached to Engine No. 8 as extraman. In 1894 he was promoted foreman of Engine No. 22, and continued to fill that position until February 1, 1900, when he became captain. He has, therefore, had thirteen years' experience as a fireman, and during that time has fought the fiery element at numerous conflagrations in this city.



DANIEL J. COONEY

Daniel J. Cooney was born in San Francisco December 6, 1868; joined Department on January 16, 1894, as hoseman of Engine No. 21; now ranks the same.

Engine No. 22 has won laurels at many a hard-fought fire, and did good work at the disastrous fire on Fourth street, at Goldberg, Bowen & Co.'s fire on Pine and Kearny streets. At the burning of the Baldwin Hotel Engine No. 22 worked eleven and one-half hours, and did all that human effort could accomplish to help subdue the fierce tornado of flame that swept that huge building. The men of the company have proved their capacity as firemen whenever the opportunity has favored them, and worthily uphold the honor of the department.

The other members of Engine No. 22 are: Thos. Collins, lieutenant; F. S. Hall, engineer; M. J. O'Connor, driver; J. J. Mitchell, stoker; Wm. Wanderlich, Edward McDermott, W. P. Conlan, hosemen.

The company has a La France, third class, engine.

ENGINE COMPANY NO. 23.

Engine No. 23 has its quarters at 3022 Washington street. It was organized January 6, 1894, the original members being: Foreman, James Grady; engineer; W. Welch; driver, J. J. McCarthy; stoker, E. P. Brennan; assistant foreman, James Layden; hosemen, James Kelly, James Dever, A. Hallett, Joseph Woods, George McDonald, Frank Kenney, and A. Welch. The engine house is a modern structure, built in 1893, and refixed in 1869. In all respects it is an up-to-date engine house. The apparatus comprises a third class La France engine and a Graves hose wagon, carrying 750 feet of 2½-inch hose. It was the first house in the Department where the three-horse hitch went into use. The company turns out to all alarms through the Richmond district and the Bay, and

from Laguna to Geary streets. There are eight men in the company. It has rendered a good account of itself at all the fires it has participated in, and has always been able to "keep its end up." At the Brannan-street fire the company labored continuously for seven hours, and at the Baldwin fire for eight hours. The company has a good record.



CAPT. JAMES LAYDEN

The captain is James Layden, who has been in the Department since April 1, 1886. He is a native of San Francisco, and was born August 13, 1863. He became foreman of Engine No. 23, January 20, 1898, after several promotions, entering Engine No. 15 as hoseman, and afterwards to assistant foreman of Engine No. 23, then to his present rank. The company has the second-best record at the North Beach drill tower, 1 min. 45 sec.

The other members are: Lieutenant, Pat Barry; engineer, Chas. Hewitt; driver, J. J. McCarthy; stoker, W. J. Shields; hosemen, Geo. McDonald, Geo. Lawson, and Wm. F. Curran.

Patrick Barry was born in Ireland and came to this country when a mere child. Ran with volunteers in 1864; joined paid Department in 1870 as call man; pro-

W. J. Shields, born in San Francisco in 1873, joined Department November 15, 1894, as hoseman of Engine No. 23, and now ranks as stoker of same company.



LIEUT. PATRICK BARRY



W. F. CURRAN

moted to foreman Engine No. 3; by request transferred to Engine No. 15; now ranks as lieutenant of Engine No. 23. During his long service met with one serious accident, at Lick House fire in 1870.

W. F. Curran was born in New York, May 16, 1862, and joined the Department October 15, 1894, as hoseman of Engine No. 23, which rank he now holds.



W. J. SHIELDS



GEORGE McDONALD

Geo. McDonald, born in San Francisco, January 2, 1869, joined the Department January 6, 1893, as hoseman of Engine No. 23, which is his present rank.



GEORGE R. LAWSON

Geo. R. Lawson, born in St. Johns, New Brunswick, in 1855, joined Department April 9, 1878, as hoseman of Engine No. 4, ranks as hoseman of Engine No. 23. Previously served ten years on the fire boat.



J. J. MCCARTHY

John J. McCarthy was born in San Francisco, July 13, 1854, and joined the Department September 15, 1892, as stoker of Engine No. 15; promoted to driver of Engine No. 23, and drove the first three-horse fire engine that came to the city, which was Engine No. 23.

ENGINE COMPANY NO. 24.

Engine No. 24 comprises seven men. It occupies an airy and commanding site at "Twin Peaks," and from its elevated position can drop down to any of the neighboring dwellings in Eureka valley and Noe valley with promptness and dispatch. The company was organized in 1894, and the house is only a temporary one, still it serves its purpose faithfully and well. The first members of this company were, foreman, William Carew; engineer, Chas. A. Rice; driver, Sam Appel; stoker, M. O'Connell; assistant foreman, James Bain; hosemen, Richard Fogarty, Walter Nicholls, George Kamps, Ben Currier, George Burr, Martin Hynes and Eugene McCormack. The company takes in the district west of Guerrero to the Corbett road on a first alarm. The district has been fortunate in its dearth of fires but Engine No. 24 took part in the Brannan street blaze, and battled strenuously with the Sutro Forest fire of last year for one whole day and night. It has a La France engine of the third class, three horse hitch, and a Graves hose wagon which carries 900 feet of 2½ inch hose. The company has a record at the Seventeenth street drill tower of two minutes, which is the Department record to date, at that tower, for a seven-men company.

The captain, Edward Skelly, has been about seven years in the Department and was born in San Francisco, December 29, 1870. He was a hoseman in

Engine No. 4, then transferred to Engine No. 25, and then foreman and captain of his present company.

The other members are Eugene McCormack, lieutenant; B. J. McShane, engineer; Wm. O'Connor, driver; Michael J. O'Connell, stoker, and Edward Tolano, Fred J. Pope and William Mullaney, hosemen.

ENGINE COMPANY NO. 25.

Engine No. 25 is located at 2547 Folsom street. It was formerly Hose Company No. 3, and, as a hose company, was one of the original companies of the paid Fire Department, having been established in 1866 on the inauguration of that system. On January 8, 1894, it was transformed into an Engine company. The captain is James Radford, a fireman of some nineteen years' experience. He was born in Philadelphia July 11, 1855, and arrived in California the following year. He joined the Fire Department June 6, 1881, and was attached to Hose No. 3. In 1883 he was assistant foreman of that company, and in 1892 became foreman. On the transformation of Hose No. 3 into the present company Captain Radford continued on as foreman, and on February 1, 1900, became captain. He has, therefore, been a loyal and consistent follower of the fortunes of his company, for during his long career as a fireman he has never made a transfer.

A company with such a lengthy record must necessarily have been to such a vast number of fires during its existence that to enumerate them all would occupy too much space, and would in the end prove tiresome to the reader. Engine No. 25 has to perform a double function. Owing to its location it has to attend fires in South San Francisco, besides having to cover in on the district south

of Market street on the second and third alarms. In this latter district are situated all the foundries, planing mills and factories, and where these industries are the liability to conflagration is usually the greatest. At all the fires of the last 35 years in the district named Engine No. 25, and its predecessor, Hose No. 3, have been engaged. The members of the company are expert, alert and energetic, and can hold their own with any



CAPT. JAMES RADFORD

company in the Department. The present captains of Engines No. 13, 24 and 33 have all graduated from Engine No. 25. The company's house is the headquarters of Battalion Chief McKittrick. The company has an Amoskeag engine of the second class, double, and has a combination chemical and hose wagon that has no counterpart in the Department.

The other members of Engine No. 25 are: James Riley, lieutenant; Joseph Finn, engineer; Malachi Norton, driver; John Hartford, stoker; and Henry Morrison, William Swanton, and P. F. Dugan, hosemen.

Lieutenant Riley is one of the oldest firemen in the Department, having given the best years of his life to its service. He has been with the Department since its organization, and belonged to Monumental No. 6, of the old Department.

ENGINE COMPANY NO. 26.

Engine No. 26 is housed at 327 Second avenue and comprises seven men. It was organized October 28, 1894. The original members of the company were J. H. Dever, foreman; Charles Montague, engineer; Ed. Shaughnessy, driver; Dan Sewell, stoker; M. Drury, assistant foreman, and J. E. Owens, A. L. Ahlborn, George Manning, Charles Hawkins, John Gillespie, Joseph McDonald and J. J. Moran, hosemen.

On reorganization of the Fire Department J. H. Dever became captain of the company. He is a fireman of large and varied experience, having joined the Department in 1875. He is a native of Ireland where he was born May 10, 1852 and came to this country in 1868. The ambition to be a fire-fighter took possession of him at an early age for as far back as 1870, when he was only eighteen years of age he ran with Confidence Hose Company No. 1 and Young America Engine Company No. 6 of the Sacramento Volunteer Fire Department. On coming to San Francisco Captain Dever first joined Engine No. 10 and stayed with that company seven years until he resigned from the Department. But the severance of the tie that bound him to the life of a fireman was only temporary and on rejoining the Department he was appointed to Engine No. 23. On the formation of Engine 26 he was transferred to that company and promoted foreman and has stood by the company ever since. During his long years of service he has battled with many a fierce conflagration. Captain

Dever was brought up to the trade of a gas fitter and for seven years was with the San Francisco Gas Company, and seventeen years with the Gas Improvement Company of this City. Engine No. 26 has been called out on numerous occasions to do battle with the fire king. At the Bryant street fire it worked for eleven hours. At the burning of the old Cliff House and Heggesty's Roadside Inn Engine No. 26 did good work. It also rendered effective aid at the fire at the



CAPT. JAMES H. DEVER

“Old Homestead” at Point Lobos and Twenty-second avenue, an old-time resort of the frequenters of the race track and the sporting fraternity. The company has an efficient corps of firemen, able to sustain the honor of the Department on all occasions. It is equipped with a La France engine of the second class.

The other members of the company are, lieutenant, Michael Drury; engineer, Patrick Hughes; driver, Walter Lintott; stoker, Henry Welch; hosemen, M. Dougherty, Lewis Andrews and J. E. Owens. Lieutenant Drury and J. E. Owens have been with the company since its organization.



LIEUT. MICHAEL DRURY

Michael Drury, lieutenant of Engine No. 26 was born in New York City July 15, 1870. He joined the Department in October, 1894.



LEWIS ANDREWS

Lewis Andrews, hoseman of Engine No. 26, born in San Francisco, November 12, 1871. He joined the Department July 31, 1895, serving with Engine No. 26.



WALTER R. LINTOTT

Walter R. Lintott, driver of Engine No. 26, was born in San Francisco June 6, 1866. He joined the Department November 4, 1894.



M. DOUGHERTY

M. Dougherty, hoseman of Engine No. 26, was born in Boston, Mass., January 11, 1852. Joined Department in 1872. Injured at fire of the German Hospital.

ENGINE COMPANY NO. 27.

Engine No. 27 was organized in 1895. The original members were: Foreman, R. H. Sawyer; engineer, Thomas Kelly; driver, Frank Lerman; stoker, Walter Lintott; assistant foreman, L. J. O'Neil; hosemen, Geo. F. Bunner, John McGlynn, Ed. O'Donnell, Joseph Woods, Jos. P. Franks, John J. Nagle, and J. H. Cogger. It is located at 621 Hermann street, and is the headquarters of Battalion Chief Waters. The engine house is a perfect model of neatness, comfort



CAPT. ROBERT H. SAWYER

and cleanness, and betokens the pride and the interest the members of the company take in their quarters and their company. Realizing that the engine house is their home, and that the whole of their time is spent there, the company has fitted up a sitting room and parlor, elegantly and comfortably furnished, at their own expense, the walls of which are adorned with various appropriate pictures, and blue-print drawings of some of Uncle Sam's battleships built on the Pacific Coast. A piano lends its charm to this room, for some of the members are musical. Connected with the parlor

is a telegraphic instrument fitted to what is called a "social line," and all the members have learned the science of telegraphy. There is an air of comfort and a home-like appearance about the room that makes the visitor feel that Engine No. 27 have determined to make their leisure hours while firemen as agreeable as possible. They are fixing up a library, and donations of books and magazines will be appreciated. The men don't let time hang heavily on their hands. They have a punching bag, lifting machines, boxing gloves, Indian clubs, etc., to keep themselves active and in good health and to harden their muscles. In the basement they have a kitchen in embryo where the men may get their breakfast without having to leave the premises. In all things there is an air of completeness and method in the internal economy and arrangement of Engine No. 27. The captain, who is pardonably proud of his company, is Robert H. Sawyer, a native son, born in San Francisco, January 30, 1865. For three years he was foreman of the Fire Patrol. In 1895 he joined the Fire Department as truckman of Truck No. 5, and in April, 1895, took charge of Engine No. 27 as foreman. The men are all enthusiastic in fire matters and believe in the principle that a man should revere the tree that gives him shade and shelter. The captain was largely responsible for the idea that culminated in the magnificent banquet at the Maple room of the Palace Hotel on January 4, 1900, when the chiefs and captains of the Department met at the festive board. He was chairman of the committee of arrangements.

The company has done its duty at all fires in its district, and it has a responsible duty to fulfill for in the immediate neighborhood are two orphan asylums, St. Joseph's Home, Hearst Grammar School, and the German Hospital. They

have a special signal with the matrons of the orphan asylums by which they are apprised of the existence of a fire without the usual alarm. The company has a second class Clapp & Jones engine and a first class Graves hose wagon, which carries 700 feet of $2\frac{3}{4}$ -inch hose, and 100 feet of $1\frac{1}{2}$ -inch. There is a healthy tone of comradeship amongst the members of this company that argues well for its success.



LIEUT. LARRY J. O'NEIL

The other members of the company are: Lieutenant, Larry O'Neil; engineer, E. P. Brennan; driver, Edw. Church; hosemen, J. J. Nagle, George F. Bunner, W. S. Seiwert, and Edward O'Donnell. Edward Church has been detailed as assistant secretary to the Board of Fire Commissioners.

At the rear of the engine house the carpenter's shop of the Fire Department is situated.

L. J. O'Neil was born in San Francisco February 9, 1873, and joined the Department September 11, 1893, as hoseman of Engine No. 21; transferred to Engine No. 27 as assistant foreman, and now ranks as lieutenant of Engine No. 27.



E. P. BREMAN

E. P. Breman, engineer of Engine No. 27, was born in Galway, Ireland, March 17, 1865; came to California in 1882; joined Department September 15, 1893.



WM. S. SIEWERT

Wm. S. Siewert was born in San Francisco January 21, 1877, and joined the Department December 1, 1898, as hoseman of Engine No. 18, and ranks the same in Engine No. 27.



GEORGE F. BUNNER

Geo. F. Bunner was born in San Francisco July 6, 1868, and joined the Department December 1, 1890, as hoseman of Engine No. 5; now ranks as hoseman of Engine No. 27.



JOHN J. NAGLE

John J. Nagle was born in Charlestown, Mass., in 1862; came to San Francisco in 1870; joined Department July 9, 1883, as extraman of Engine No. 2, where he remained for eight and one-half years; then went to Engine No. 17, where he stayed for four and one-half years; then to Engine No. 27, from which company he was re-appointed stoker of Engine No. 9; now ranks the same with Engine No. 27.



EDWARD O'DONNELL

Edward O'Donnell was born in San Francisco November 9, 1870, and entered the Department June 1, 1893, as truckman of Truck No. 6, and now ranks as hoseman with Engine No. 27.

ENGINE COMPANY NO. 28.

Engine No. 28 was originally Hose No. 4. On August 1, 1895, it was transferred into an engine company, with J. Kane, foreman; J. Rodriguez, engineer; Gus Himmelman, driver; J. Maxwell, stoker; Wm. Derham, assistant foreman, and J. Spellman, Wm. Ryan, W. Riley, B. Whitehead, C. Spellman, J. Kelley and Geo. Taylor hosemen.

The present captain is John Maxwell, who was born in Berkeley, Cal., March 28, 1861. He joined the Fire Department January 22, 1892, as hoseman in Hose No. 4. After various transfers and promotions he became foreman of his



CAPT. JOHN MAXWELL

present company in January, 1900. The company has taken part in all fires in North Beach district, and all down-town fires on a second and third alarm. Of recent fires it worked eight hours at the



LIEUT. WILLIAM EVERSON

Baldwin, twelve hours at the Union Box Factory, and nine hours at the California Cracker Company. The company has a Clapp & Jones engine of the second class.

The other members are: Lieutenant, Wm. Everson; engineer, Joseph Pendergast; driver, J. F. Sweeney; stoker, John Arata; hosemen, Charles Steiglitz, George Clancey, M. Ryan and Austin Mogan.

They hold the record at the drill tower for speed in tower drill, their time being 1 minute 37 seconds.

William Everson was born in San Francisco December 14, 1872, entered Department April 15, 1897, as hoseman, and now ranks as lieutenant of Engine No. 28.



JOSEPH PENDERGAST

Joseph Pendergast was born in San Francisco November 21, 1863, entered Department September 1, 1893, as engineer of Engine No. 11, and now ranks the same with Engine No 28.



J. F. SWEENEY

J. F. Sweeney was born in Ohio in 1860, and joined the Department as extraman August 1, 1895; now ranks as driver of Engine No. 28.



JOHN ARATA

John Arata, born in New York, November 11, 1874, entered Department May 1, 1897, as hoseman of Engine No. 24; now ranks as stoker of Engine No. 28.



CHARLES F. STEIGLITZ

Charles F. Steiglitz was born in San Francisco March 12, 1872, entered Department August 10, 1897, as hoseman of Engine No. 9, and ranks the same with Engine No. 28.



GEORGE CLANCEY

Geo. Clancey was born in Chicago, Ill., October 28, 1876, entered Department February 10, 1898, as hoseman of Engine No. 33, and now ranks as hoseman of Engine No. 28.

ENGINE COMPANY NO. 29.

Engine No. 29 is stationed on Bryant street near Eleventh. It was organized July 1, 1895, the first members of the company being, foreman, Wm. H. Byrne; engineer, J. W. Thompson; driver, Geo. T. Duncan, stoker, Chas. Claveau; assistant foreman, Thos Atkinson, hosemen, J. J. McCarthy, John Sweeney, James Flood, Thos. J. Bean, Philip J. Diez, John McCabe and John Sullivan.

The company has ten men. The captain is William H. Byrne, who has been in charge of the company since it first went into service. He is a native of Mobile, Ala., and was born July 14, 1864. He joined Engine No. 6 as hoseman July 13, 1893, and afterwards became assistant foreman, and foreman of that company. From there he went to Engine No. 29 as foreman when that company was organized. On a first alarm the company



CAPT. WILLIAM H. BYRNE



LIEUT. THOMAS J. BEAN

It occupies a modern house built for the company in 1895, of the usual style of architecture with dormatory, bath and sitting-rooms. The house is exceptionally wide and roomy and easily accommodates the apparatus and five horses installed there. It has a first class Amoskeag engine, three hitch and a Holmes hose wagon that carries 700 feet of three-inch hose.

The company is located in a busy and rapidly growing manufacturing district. Chemical works, oil works, soap factories and mills are being added to the industrial resources of the locality every year, and the time must soon come when Engine No. 29 may expect to have its energies severely taxed by probable conflagrations.

takes in, roughly speaking, the district lying between Sixth street and Twenty-fourth street, and Market and Twentieth. All fires and alarms within that district it has responded to since 1895. T. J. Murphy, was burned at a fire on Harrison street three years ago, and John Edward Sweeney died from burns received while rescuing a man from a burning building.

The other members of the company are T. J. Bean, lieutenant; John Barry, engineer; Thos. Hart, driver; Thos. J. Murphy, Wallace Jamison, Frank Quinn, Jas. Flood and Thomas Titus, hoseman. Pat O'Connell, who was formerly stoker, has been transferred to stables as foreman.

Thos. J. Bean, born in San Francisco in 1870, joined the Department July 1, 1894, as hoseman of Engine No. 19; transferred to Engine No. 29 July 15, 1895, promoted assistant foreman July 1, 1897 and now ranks as lieutenant of Engine No. 29.

Thomas J. Murphy was born in San Francisco, October 12, 1874. He joined the Department October 1, 1895 as hoseman of Engine No. 32 and was transferred to Engine No. 29 where he ranks as hoseman.



JOHN BARRY

John Barry was born in San Francisco in 1861. He entered the Department in 1891 as relief engineer and now ranks as engineer of Engine No. 29.



THOMAS TITUS

Thos. Titus, born in San Francisco, July 8, 1874, joined Department November 1, 1896 as hoseman of Engine No. 4; transferred to Engine No. 29 as hoseman.



THOMAS J. MURPHY



THOMAS HART

Thos. Hart was born in San Francisco November 19, 1869. He joined the Department August 1, 1895 as driver of Engine No. 15 and was transferred as driver of Engine No. 29.

John J. Flood was born in San Francisco February 25, 1869. He joined the Department as hoseman of Engine No. 1, was transferred to Truck No. 2, and now ranks as hoseman of Engine No. 29.



WALLACE JAMISON

Wallace Jamison was born in San Francisco June 12, 1857. He joined the Department in 1893 as stoker of Engine No. 10; transferred to Truck No. 3 and now ranks as hoseman of Engine No. 29.



FRANK J. QUINN

Frank J. Quinn was born in San Francisco in 1875. He joined the Department in 1895 as extraman of Engine No. 25 and now ranks as hoseman of Engine No. 29. He took the place of J. E. Sweeney who was killed while in the performance of duty.

ENGINE COMPANY NO. 30.

Engine Company No. 30 is under the jurisdiction of Battalion Chief W. D. Waters and is within Battalion No. 7. It was organized on August 7th, 1895. The Captain is Daniel R. Sewell, who was born at Sonora, Tuolumne County, Cal., June 3, 1866. He joined the Fire Department November 1, 1892, and was attached to Chemical Engine No. 6. After seven months service with that company he was transferred to Chemical Engine No. 7; then became acting stoker of Engine No. 12; then acting stoker of Engine No. 3; then stoker of Engine



JOHN J. FLOOD

No. 26, and on April 1, 1896, was appointed foreman of Engine No. 30. On February 1, 1900, he became captain of the company. He has thus had a remarkably varied experience as a fireman, and in all the offices he has held has



CAPT. DANIEL R. SEWELL

acquitted himself with credit and to the satisfaction of the Department. Engine No. 30 can boast of its active and energetic body of firemen. It is located so far out from the busy city quarter that it has not had the same opportunities of frequent attendance at fires as some of the other companies. Nevertheless it has a notable record and its members have proved they are fire fighters upon whose prowess the Department may always confidently rely when the occasion arises. The company has taken part in all the fires that have occurred in its district since its organization. It did good work at the Cliff House fire and the Chutes fire, whilst at the forest fires that raged last year and which at one time threatened serious consequences the men of Engine No. 30 worked like Trojans. For six hours in a stifling heat

they fought the flames and did their share towards extinguishing the fire. At this fire 5000 feet of hose in one single line were used. Engine No. 30 had 1600 feet in use.

The engine house is a modern structure, built in 1895, and supplied with every convenience. In the rear of the building, in the small space available, a flower garden has been laid out with considerable taste, and is under the special charge of Engineer Milton Morgan, who devotes his leisure hours to its improvement and ornamentation.

The company has a La France engine of the third class, and comprises eight men whose names, beside the Captain, are: lieutenant, Walter A. Cook; engineer, Milton A. Morgan; driver, John H. Brophy; stoker, Wm. Harvey; hosemen, Edward Kelleher, John H. Enright and Chas. G. Harkins.



LIEUT. WALTER A. COOK

Walter A. Cook, Lieutenant of Engine Company No. 30, was born in San Francisco, January 16, 1869. He joined the Department, February, 1897, and was appointed lieutenant, February, 1900.

ENGINE COMPANY NO. 31.

Engine No. 31 was organized in 1895 and comprises nine men. It is situated on Russian Hill, at 1236 Pacific street, on a very elevated position, and commands Chinatown and the Observatory and the residence district between Jackson and Laguna streets, and Sutter and Jones streets. The house is a new one of the usual style, and with all modern conveniences. The company has a second class American engine and a Graves hose wagon, carrying 700 feet of 2¾-inch hose. There are five horses in the house. The members of the company are all strapping young fellows, and experienced firemen. Since its organization the company has been in all fires of any consequence, and has a good record. The captain is Thomas Canty, who has been in the Department since 1879. He took charge of Engine No. 31 as foreman on its organization. The other members of the company are: Lieutenant, James Walsh; engineer, W. T. Welch; driver, John Cahill; stoker, John Fitzsimmons; hosemen, J. F. Shaughnessy, J. H. Hogan, N. J. O'Brien and James Mathews.

ENGINE COMPANY NO. 32.

Engine No. 32 is located at Holly Park and West avenue, near Thirty-third and Mission streets, and takes care of the interests of property holders in the outskirts of the city. The company was organized October 24, 1895, the first members being, foreman, J. J. Smith; engineer, C. H. Murray; driver, John Blythe; fireman, Jos. McVerry; hosemen, C. F. McDermott, D. J. Kelly, J. Hogan, James Crowley, George Donald, T. J. Murphy, Thomas J. Parker, and Hugh French. The captain is Eugene

O'Connor, a native of Ireland, where he was born in April, 1857, and came to California in 1870. He became a member of the Fire Department in 1884 and was attached to Engine No. 7. For fifteen years he was a member of that company, for five of which he was assistant foreman, and for seven years foreman. On December 2, 1898, he became foreman of Engine No. 32. The company has been engaged in many notable



CAPT. EUGENE O'CONNOR

fires, a few of the principal ones being the cracker factory on Folsom street, Smith Bros.' hay barn on Brannan street, at which Engine No. 32 worked the whole night; McManus' boarding house, on Michigan and Twentieth, where the company again worked all night. At the burning of the Baldwin Engine No. 32 got in on the fourth alarm and led in from Market, opposite Fifth street. They did five hours duty at that fire. At the burning of the Mission opera hall Engine No. 32 was first company in and last to leave. They had only just got in to

their engine house from a fire on Shotwell and Twenty-fifth streets, and had to go straight away to Mission opera hall. At the latter fire Captain O'Connor carried an old man out of a burning house adjoining the opera house from the second story. The other members of the company are: Lieutenant, George Styles; engineer, Wm. S. Casebolt; driver, John Blythe; stoker, Wm. Murphy; hosemen, L. A. Smith, James Bohan, and John Thompson. The company's engine is a La France of the third class.



WILLIAM S. CASEBOLT

William S. Casebolt, engineer of Engine No. 32, was born in Cape Girardeau County, Mo., March 6, 1869, came to California in 1872, and joined Department April 1, 1893.



LIEUT. GEORGE STYLES

George Styles was born in San Francisco, November 4, 1870, and joined the department in 1893. He has a painful experience as a fireman, seeing that he was blown up by an explosion of gas at the fire of Yates & Co., about three years ago, and sustained severe injuries. He was promoted from an extra-man of Engine No. 7 to lieutenant of Engine No. 35 when that company was organized, then to Engine No. 12 in same capacity, and now ranks as lieutenant of Engine No. 32.



JOHN BLYTHE

John Blythe, driver of Engine No. 32, was born in San Francisco January 10, 1873, and joined the Department October 25, 1895.



WILLIAM MURPHY

William Murphy, stoker of Engine No. 32, was born in New York City, October 2, 1869, came to California in 1873, and joined the Department in May, 1892.



JAMES BOHAN

Jas. Bohan was born in Ireland in 1872, came to San Francisco in 1888, and joined the Department in 1899 as hoseman of Engine No. 32.



JOHN R. THOMPSON

John R. Thompson, hoseman of Engine No. 32, was born in Philadelphia September 11, 1844, arrived in San Francisco October 6, 1864, and joined the Department February 14, 1883.

ENGINE COMPANY NO. 33.

Engine Company No. 33 may boast of one distinction—it is farther from the City Hall than any other company in the Department. It is stationed amidst the rural beauties of Ocean View, and if the members of the company find their duties less onerous and exciting than they might be they may claim the compensating advantages of a health-giving, reposeful locality. The company affords protection to that district lying between the County line and St. Mary's College, and was organized for that purpose on April 6, 1896.

The original members of the company were: foreman, R. T. Browne; engineer, James Mason; driver, John Allen; stoker, James Farley; hosemen, Wm. Murphy, Frank McDonnell, John McKean, Jno. McConville, John Conneff, Walter Conroy, Edw. Church and Mr. Murray.

The house is entirely new and in every way suited to the requirements of the company. It has a second-class Amoskeag engine, and a Graves' hose wagon which carries 1000 feet of 2½ inch hose. Situated as it is in such a sparsely populated neighborhood, the company naturally has not much of a fire record, but whenever it has been called out it has always performed its duties faithfully and well. The Captain of the company, R. T. Browne, is probably the oldest



CAPT. R. T. BROWNE

man in the Department, having been born in 1835. He was a member of Volunteer No. 7 of the Volunteer Fire Department, and has been a member of the Exempts for thirty-four years. In 1859 he came to California, and in 1870 joined the paid Fire Department. He has always given the closest attention to fire matters and is a fire-fighter of forty years standing. The other members of Engine Company No. 33 are: Lieutenant, John Cauley; engineer, Wm. H. Heaney; driver, Jeremiah McNamara; stoker, Peter Burke; hosemen, J. J. Casserly and Thos. Johnston.



LIEUT. JOHN CAULEY

John Cauley, born in Boston, Mass., January 21, 1871, joined the Department May 15, 1896, as hoseman of Engine No. 33; promoted to assistant foreman, and now ranks as lieutenant of Engine No. 33.



JEREMIAH MCNAMARA

Jeremiah McNamara was born in San Francisco, June 4, 1871. He entered the Department, June 1, 1896, as hoseman of Engine No. 33; promoted to stoker, and now ranks as driver of Engine No. 33.



WILLIAM H. HEANEY

Wm. H. Heaney was born in St. Louis, Mo., Nov. 10, 1872. He joined the department as relief engineer April 1, 1897, was promoted Aug. 11, 1898 to Engine No. 33 as engineer and ranks the same under the new charter.



PETER BURKE

Peter Burke, born in Ireland, August 14, 1854, entered Department August 1, 1894, as hoseman of Engine No. 29; promoted to watchman Corporation Yards; transferred to Chemical Engine No. 1 as stoker, and now ranks as stoker of Engine No. 33.



THOMAS JOHNSTON

Thomas Johnston, hoseman of Engine No. 33, was born in San Francisco. He entered the Department in 1898 as hoseman of Engine No. 33.



J. J. CASSEPLY

J. J. Casserly, hoseman of Engine No. 33, was born in San Francisco, April 12, 1868. He joined the Department August 1, 1897, as hoseman of Engine No. 33.

ENGINE COMPANY NO. 34.

Engine No. 34 is located at 1119 Ellis street. It was organized April 15, 1897, the original roll call of members being: Foreman, Henry B. Mitchell; engineer, Louis Kiehl; driver, Sam Nelson; stoker, James Buckley; assistant foreman,



CAPT. HENRY B. MITCHELL

George Farley; hosemen, Albert Leaf, M. Hannon, Harry Newman, Wm. Ever-son, W. P. Conlon, Frank Quinn and J. F. Quinlan. The engine house was built for the special accommodation of Engine No. 34 and is complete in all its parts as an up-to-date engine house. The company has a second class La France engine, three-horse hitch, and a Graves hose wagon which carries 700 feet of $2\frac{3}{4}$ inch hose.

During its brief existence the company has put in some good work as fire fighters, and took part in the Baldwin and Miller, Sloss & Scott fires. Henry B. Mitchell, the captain, is a son of the late

Peter Irvine Mitchell, who was one of the organizers of Rincon Hose Company of the old volunteer days, and is a brother of John Mitchell, the captain of Engine No. 22. He was born in San Francisco July 17, 1867, and joined the Department October 15, 1892, as hoseman of Engine No. 8, and was promoted to assistant foreman December 1, 1895, then to captain. He has been in the Department since 1892.

The other members of the company are: Lieutenant, Geo. Farley; engineer, Louis Kiehl; driver, Sam Nelson; stoker, James Buckley; hosemen, Henry Newman, Anthony Phelan, and William Hanton.



LIEUT. GEORGE FARLEY

George Farley was born in Troy, N. Y., September 3, 1852, and joined the Department August 1, 1895, as hoseman of Engine No. 21; transferred to Engine No. 34 and promoted to foreman; now ranks as lieutenant.



LOUIS KIEHL

Louis Kiehl, engineer of Engine No. 34, was born in Pittsburgh, Pa., March 7, 1857, joined the Department in December, 1885, as engineer of Engine No. 12, and transferred April 15, 1897, to Engine No 34 as engineer.



ANTHONY PHELAN

Anthony Phelan, hoseman of Engine No. 34, was born in Worcester, Mass., July 25, 1865, and joined the Department May 15, 1887, as hoseman of Engine No. 28; transferred to Engine No. 34.



WILLIAM HANTON

William Hanton, hoseman, was born in San Francisco January 20, 1874, and joined the Department March 1, 1898, as hoseman of Engine No. 34.



HARRY NEUMAN

Harry Neuman was born in Manchester, England, and joined the Department June 1, 1897; now ranks as hoseman of Engine No. 34.

ENGINE COMPANY NO. 35.

Engine No. 35 is housed with Truck No. 8. They are the youngest companies in the Department. But if they have not the record that age has enabled the older companies to win they can outclass them all in the splendor and internal equipment of their engine and truck house. These companies were organized on October 30, 1899, and went into service on November 8, 1899. They are located at 38 Bluxome street, in the handsome and commodious modern premises especially built for them. The



CAPT. WILLIAM DANAHY

premises are constructed upon the most approved plans of modern architecture and are steam heated throughout. There are two spacious dormitories, containing 22 beds; there are four shower baths, two plunge baths, and two sitting rooms for the use of the firemen. The whole building is lighted by electricity. Mr. William Danahy is the captain of the engine company. He joined the Fire Department about six years ago and was attached to Engine No. 10, of which he was foreman for three years. When Engine No 35 was organized he was ap-

pointed foreman, and on February 1, 1900, became captain. Captain Danahy is an experienced fire fighter and rendered splendid services at the Brannan-street fire in 1895. He took part in the big fires at the cracker factories on Folsom and the Standard Biscuit Factory on Battery street. It was at the Folsom street fire that Firemen Mulholly, Hanlan and Keller were killed. There are ten men in the company, including the captain, and he has associated with him nine smart, active and energetic firemen. Although so recently organized the company has received its baptism of fire. It turned out at the second alarm at Spreckels Market, but its services were not needed, but at the Bush-street Theatre fire the company got in some good work and helped get the fire under control. The company has a La France engine, first class, drawn by three horses, and managed at a fire by the engineer and stoker. It is a modern type of engine and is capable of doing excellent work. The other members of the company are: Lieutenant, Patrick Heniker; engineer, Fred Orr; driver, William Tobin; stoker, Jas. McGibben; hosemen, James M. Handley, William Gernandt, William F. Miskel, M. Burns, and D. McAuliffe.

The driver, Wm. Tobin, though not long an actual fireman, has been training the horses of the Department five years, and to his skill and knowledge they owe their remarkable machine-like precision.

Stoker McGibben has also passed through a fiery ordeal, having been badly injured at the Grand Central Market, on Market street near Sixth, at a fire there. His right leg was broken and skull fractured, and his injuries were so severe that his recovery was regarded as doubtful. For his conduct at this fire he was singled out for special praise in the public press by Chief Sullivan. He is now almost well again.



LIEUT. PA RICK HENIKER

Patrick Heniker was born in San Francisco in 1867, joined the Department December 1, 1890 as extraman, was promoted to captain of Engine No.6, and now ranks as lieutenant of Engine No. 35.



FREDERICK F. ORR

Frederick F. Orr, born in San Francisco July 8, 1874, joined the Department April 15, 1890, as hoseman of Truck No. 4, transferred to Engine No. 35, and now ranks as engineer of Engine No. 27.



WILLIAM J. TOBIN

William J. Tobin, driver of Engine No. 35, was born in San Francisco October 3, 1869, and joined the Department in January, 1895.



JAMES A. MCGIBBEN

James A. McGibben, stoker of Engine No. 35, was born in New York, October 29, 1866, came to California in 1876, and joined the Department June 15, 1892.



JAMES M. HANDLEY

James M. Handley, hoseman of Engine No. 35, was born in Santa Cruz September 5, 1870, and joined the Department in June, 1896.



D. MCAULIFFE

D. McAuliffe, hoseman of Engine No. 35, was born in Boston, Mass., July 12, 1862, came to California in 1878, and joined the Department in September, 1893.



WILLIAM F. GERNANDT

William F. Gernandt, hoseman of Engine No. 35, was born in St. Joseph, Mo., September 24, 1862, and joined the Department in December, 1894.

ENGINE COMPANY NO. 36.

Engine No. 36 is a recent acquisition to the Department. It is stationed near the Cliff House and is intended to protect the properties of that neighborhood. After the disastrous fire that swept away the Cliff House about six years ago an engine house was built at the Cliff House and a hose cart placed there. But this was purely a private organization. On July 6, 1899, the City Fire Department took formal charge of the engine house and installed an engine there under the care of Joseph Mathews, engineer, and Will Matheson, driver, they being the only permanent men employed by the Department, the extramen being employees of the Sutro estate.

At the present time Joseph Mathews is still engineer and James Stroud, driver. The stoker, William Conlin, is

maintained by the Sutro Estate, as also are the extramens, eleven in all, making a total of fourteen men in the company. Eight men have sleeping quarters at the engine house. The company has an Amoskeag engine of the second class and a two-wheeled hose cart carrying

1,000 feet of 2½ inch hose. It has a separate and distinct fire-alarm and telephone service, and a local code of signals. The duties of the company so far have not been very engrossing, but there is no saying how soon its services may be needed to subdue a conflagration.

HEROES

The Merchants' Association, of San Francisco, imbued with the laudable desire of honoring individual acts of hero-

ism performed by members of the Police and Fire Department, annually awards a gold medal for the most conspicuous act of bravery shown during the year. Second Assistant Chief Shaughnessy has won this medal, an illustration of which is here shown. It is of chaste and ornate design, exquisitely made, and in every way worthy of the reputation of Messrs. Shreve & Co., who designed and executed it. The initials of the San Francisco Fire Department, in gold letters, are worked in upon a ground of blue enamel, with artistic taste and finish. It is a handsome trophy of which the possessor may justly feel proud.

SCANNELL MEDAL.

Every year there is a gold medal, most exquisitely designed and executed by the firm of Hammersmith & Field, that is awarded by the Commissioners to the fireman that has rescued a human life at the peril of his own. The late Chief David Scannell, at his death, bequeathed his fortune of a few thousand dollars to the Department for this purpose, and the interest on the money



THE MERCHANTS' ASSOCIATION MEDAL

Manufactured by Shreve & Co., San Francisco



THE SCANNELL MEDAL

Manufactured by Hammersmith & Field, San Francisco.

is used to buy the medal. An illustration accompanies this sketch, showing the design and artistic finish which is to the credit of Hammersmith and Field, the jewelers who executed it.

Needless to say it is the ambition of every man in the Department to win this emblem. The list of those who have won it is given in the roll of honor in another part of this book.

JOHN EDWARD SWEENEY.

John Edward Sweeney was born in San Francisco March 25, 1869. He joined the Department December 10, 1894 as hoseman of Engine No. 1, was transferred from there to Engine No. 29, where he ranked as hoseman.

In June 1900 he lost his life while in the discharge of his duty. He rescued an old man from a burning building and died a few days later of his injuries. A popular subscription was raised by the Press of the city and nearly sixteen

thousand dollars was presented to his widow and orphans from the proceeds.



JOHN EDWARD SWEENEY, HERO

He left behind him a host of friends who mourn his loss and will keep his memory alive for time to come.

CORPORATION YARD

Thos. D. Bulger was born in San Francisco; joined the Department in 1885 as engineer of Engine Company No. 12; transferred to Engine Company No. 15, where he served for seven years as engineer; transferred to Corporation Yard No. 1, 1892, where he has remained ever since as machinist.



THOS. D. BULGER

John T. Crummey was born in Brooklyn, N. Y., December 12, 1851. He served five years in the San Francisco Volunteer Department with Broderick Engine Company No. 1. He joined Hose Company No. 7 of present Department, March 9, 1880, and now ranks as hydrant man.



HENRY D. RICE

Henry D. Rice was born in San Francisco in 1862. He joined the Department in 1882 as extra man of Engine No. 15; then transferred to Engine No. 4; then in 1886 was appointed assistant foreman, then foreman; in 1890 was appointed hydrant man, and in 1894 was promoted to foreman hydrant man with rank of captain.



JOHN T. CRUMMEY



CHAS. F. HEALEY

Chas. F. Healey was born in San Francisco, January 15, 1869. He joined the Department November 4, 1895, as carriage painter and now ranks as foreman of this Department with Engine No. 28.



JOSEPH SAWYER

Joseph Sawyer was born in San Francisco in 1857, joined Department 1884 as hoseman, now ranks as night watchman at Corporation Yard No. 1. He met with a serious accident that crippled him for life, by being crushed against a lumber pile while going to a fire in 1897.



JOHN S. FARLEY

John S. Farley was born December 26, 1869, joined Department January 16, 1896 as hoseman, promoted to assistant foreman, and now ranks as night watchman at Corporation Yard No. 2. He was seriously injured at a fire at Main and Harrison streets in 1898, breaking both legs.

Chas. Claveau was born in California in 1869. He joined the Department in 1890 as hoseman of Engine Company No. 3; promoted to stoker, then operator to Chief Sullivan, and now ranks as hydrant man. He was injured at Market and Sixth streets fire by falling timbers.



CHAS. CLAVEAU

Luke P. Curry was born in Texas in 1851 and came here in 1853. He joined the Department in 1883 as engineer of Engine No. 10, transferred to Engine No. 9 as engineer; and then transferred to Engine No. 4 as engineer, then to Corporation Yard No. 1 in 1892 as machinist, which is his present rank.



PHILIP F. BRADY

Philip F. Brady was born in Massachusetts in 1860. He came to San Francisco in 1861, joined the Department in 1884 as extra man, then promoted to position of foreman. He was appointed hydrant inspector in 1896, which is his present rank.



LUKE P. CURRY

SAN FRANCISCO FIREMEN
PLUMBERS AND RETIRED



J. J. MCCARTHY

J. J. McCarthy was born in Boston, Mass., November 12, 1854, and came to California in 1857. He joined the Department in June, 1879, was promoted to lieutenant of Engine No. 32 and is now on the waiting list.



JAMES J. BYRNE

James J. Byrne, born in New York October 7, 1849, came to San Francisco in 1863. When only a boy, he ran with Manhattan Engine No. 2, remaining with that company until it disbanded, and following his trade as a plumber, which position he now occupies in the Fire Department.



WALTER MALLOY

Walter Malloy was born in San Francisco in 1876. He joined the Department in 1896 and now ranks as plumber.



WILLIAM H. JEFFERS

Wm. H. Jeffers, born in San Francisco in 1872, joined the Department in 1899 as hoseman and is now on the waiting list.

RELIEF ENGINE COMPANY NO. 2

Under the reorganization of the Fire Department the Board of Fire Commissioners have created and established three Relief Engine companies. The present intention is to use these relief companies only in cases of emergency. Relief Engine No. 2 is not yet fully equipped, and its full compliment of men are not yet appointed. The Relief companies will not be called upon to take up duty until a fifth alarm, and there is,



ISADORE GURMENDEZ

therefore, no pressing need for their immediate equipment. Isadore Gurmendez has been appointed captain of Relief Engine No. 2. He has been over nineteen years in the Fire Department, having joined on December 28, 1880. He is a native of this city and was born July 29, 1857. Here he was educated and learned the business of a harness maker. He was first hoseman of Engine No. 1, then to No. 12, and for ten years belonged to that company, for three years of which he served as foreman; then promoted to Chemical Engine No. 1 as engineer, and after about one year with

that company was transferred to Chemical No. 4. He is now detailed to take charge of the harness shop of the corporation yard, and is foreman of that branch of the service. Captain Gurmendez has, consequently, had a varied experience in the Department, and his versatile talent makes his usefulness peculiarly effective.

The other members of the company so far appointed are: Lieutenant, John Doyle, and clerk, Alex. George.

At the Sol Wangenheim fire, some years ago, Captain Gurmendez, then foreman of Engine No. 12, assisted by Frank Crockett, then machinist of the Corporation Yard, now engineer of Engine No. 20, answered an emergency call and operated the then new water tower with great effectiveness. Shortly after the arrival of the tower an incident occurred that called into startling relief the heroism of Gurmendez and Crockett. The north wall of the building commenced to bulge out towards the street, and everybody saw that from the top of the third story up it was breaking and would inevitably fall. In less than ten seconds there was not a person in danger but the two intrepid firemen on the tower, who, although seeing their peril, stuck to their post of duty. Slowly the wall tottered and fell. Gurmendez and Crockett jumped and were seemingly buried under the walls, but when the dust cleared away they were found, but slightly bruised, under the wheels of the tower, which was entirely ruined.

WATER TOWER

Water Tower No. 1 is located at 108 New Montgomery street. The company is composed of three men. Peter Wralty is captain. He was born January 24, 1860, in San Francisco, and joined the Department October 2, 1889, as truckman of Truck No. 2. He was promoted

engineer of the water tower in July, 1894, and assumed the office of captain in February, 1900. The tower in use by the company is a Gorter Mechanical Water Tower, invented by Henry Gorter, machinist of the Corporation Yards, and is generally considered a vast improvement on the Hale water tower. It was used at the Baldwin fire with great

success and its superiority was here demonstrated.

The water tower protects the mercantile district on a first alarm, and covers all the more important parts of the city on a second and third alarm.

The other members of the company are: driver, E. J. Shaugnessy; and hoseman, J. W. Belden.

SAN FRANCISCO FIRE DEPARTMENT STABLES



PATRICK O'CONNELL



JOHN O'BRIEN

Patrick O'Connell was born in Ireland, May 6, 1865, and joined the Department in 1893 as stoker of Engine No. 4; transferred to Chemical No. 1 as foreman; later was stoker of Engine No. 29, and now ranks as superintendent of Department stables.

John O'Brien was born in San Francisco and entered the Fire Department July 1, 1889, as relief man. He was soon afterwards promoted to his present rank, which is foreman of the Department training and hospital stables at Tenth and Division streets.



WILLIAM F. EGAN

William F. Egan is the veterinary surgeon for the Department and has his offices and hospital at No. 1117 Golden Gate avenue.



FRANK BROWN

Frank Brown, born in S. F. 1875. He entered Depart. 1899 as expert horseman, which is his present rank, in the training and hospital stables at Tenth & Division sts.

THE UNDERWRITERS' FIRE PATROL OF SAN FRANCISCO

The Fire Patrol is a duly constituted body deriving its powers and authorities from an act of the Legislature. It is entirely separate and independent of the Fire Department, nevertheless it is a most important auxiliary. The work of the Fire Department is to extinguish fires. The special function of the Fire Patrol is to minimize, as far as possible, the damage to stock resulting, or likely to result, from the copious volumes of water directed against a burning building by the firemen. The Fire Patrol has nothing to do with the putting out of a fire. It was organized for the special purpose of discovering and preventing fires and of saving property and human

life from conflagration. The patrolmen have to enter a burning building and spread water-proof covers, specially designed for the purpose, to catch the water that comes through the ceiling from the floor above. The deluge of water poured into the upper stories soon causes a leakage, and this water would entirely saturate the goods on the lower floors, and often render them valueless, but for the timely and effective work of the Fire Patrol. The losses caused by the damage done to goods in buildings where a fire has raged would be enormously increased but for the service it renders. It was organized in April, 1875, and went into service

May 24th, 1875. The following year, namely on April 1st, 1876, legislative sanction was given to corporations of underwriters to maintain a corps of men with proper officers, at such corporations own cost and expense, and to equip such corps with necessary machinery and apparatus. By this act adequate powers are conferred upon the Fire Patrol



FIRE PATROL STATION NO. 1

enabling them to do all things necessary to the proper fulfillment of the objects of their organization. At the time of the organization of the Patrol the Executive Committee comprised Messrs. D. J. Staples, George T. Bohen, Tom C. Grant, Charles A. Laton, Charles R. Story, William N. Olmsted and E. D. Farnsworth. On November 25th, 1875, the Patrol was incorporated, and at the election following upon the act of incor-

ation E. D. Farnsworth was made President; G. Touchard, Vice-President; Charles A. Laton, Secretary and Treasurer. Captain Russell White, of Boston, Mass., was the first superintendent of the Fire Patrol.

At the annual meeting for the election of officers and directors to serve for the year 1877, Charles A. Laton was elected President; G. Touchard, Vice-President; Hugh Craig, Secretary and Treasurer. The directors were W. N. Olmsted, T. C. Grant, D. J. Staples, A. J. Bryant, G. Touchard, Hugh Craig and Chas A. Laton. The Fire Patrol Relief Association was organized this year, the officers being the same as for the Fire Patrol.

In 1878, Mr. Laton again filled the Presidential chair, G. Touchard being Vice-President, Thomas C. Grant Secretary and Treasurer, while the directors were Messrs. Hugh Craig, A. J. Bryant, D. J. Staples, W. N. Olmsted. In 1879 there was no change in the officers or directorate. In 1880 Messrs. Hugh Craig and W. N. Olmsted were supplanted by Messrs. Edward Brown and William Frank and in all other respects the officers and directors were the same as the preceding year. In 1881 and 1882 there was no alteration in the Board. In 1883 C. J. Hutchinson took Edward Brown's place, the other officers being the same. The following year Mr. Hutchinson gave place to Mr. Robert Dickson, no other change taking place. The year 1885 witnessed several changes in the Board. Mr. Laton was still President, but Mr. Robert Dickson became Vice-President and Mr. Wm. J. Landers assumed the onerous duties of Secretary and Treasurer, the directors being Messrs. Wm. MacDonald, Rudolph Herold, Jr., E. E. Potter, George Easton, Wm. J. Landers, Robert Dickson and Charles

A. Laton. The same year an Inspection Bureau was organized and made a part of the Patrol Directors management, Lieut. O'Kell being made Inspector. The following year Mr. H. R. Mann filled the shoes of Mr. Rudolph Herold, Jr. For 1887 the officers were the same, the directors being Messrs. I. Gutte, A. C. Donnell, E. E. Potter, E. R. Haldan, Wm. J. Landers, Robert Dickson, Charles A. Laton. No change took place till 1889, when Mr. Wm. Macdonald stepped up to the position of Vice-President and Mr. Rudolph Herold, Jr. took Mr. Lander's place as Secretary and Treasurer. The new directors for that year were Messrs. C. F. Mullins, Wm. Macdonald, John W. G. Cofran, John Scott Wilson and Rudolph Herold, Jr.; the other directors being I. Gutte and Charles A. Laton. In 1890 Mr. John Scott Wilson became Vice-President and Mr. D. E. Miles took Mr. Mullin's place on the Board of Directors. For 1891 Mr. Cofran was Vice-President, in all other respects the same officers and directors were elected, but later in the year Mr. Miles resigned and was succeeded by Mr. George W. Spencer. In 1892 there was no change. In 1893 Mr. Gutte filled the office of Vice-President in lieu of Mr. Cofran, and the following were the directors: Messrs. N. T. James, I. Gutte, Mercer Otey, John W. G. Cofran, John Scott Wilson, Rudolph Herold, Jr. and Charles A. Laton.

On February 7th, 1893, Captain Russel White died. He had been connected with the Patrol ever since its organization and it was very largely owing to his efforts that the corps had attained a highly creditable standard of efficiency. Mr. J. F. O. Comstock, senior lieutenant, was appointed to the vacant office of Superintendent. In 1894, the same officers and directors controlled affairs,

excepting that Mr. George W. Spencer, became Vice-President. In 1895 the Fire Patrol attained its majority, the officers for that year being Mr. Laton, President, John Scott Wilson, Vice-President, Rudolph Herold, Jr., Secretary and Treasurer, and Messrs. William Macdonald, J. W. G. Cofran, George W. Spencer, V. Carus Driffield, John Scott Wilson, Rudolph Herold, Jr., and Charles A. Laton, directors. During the year Mr. Cofran resigned and was succeeded



CAPT. F. J. O. COMSTOCK

by Mr. N. T. James. In 1896 Mr. V. Carus Driffield became Vice-President, there being no other change in the Board. In 1897 Mr. Laton and Mr. Herold continued to hold the respective offices of President and Secretary, the only change in the directorate being by the substitution of Mr. A. E. Magill in place of Mr. N. T. James. In 1898 the Board was identically the same as the previous year. In 1899 Mr. L. L. Bromwell succeeded Mr. A. E. Magill as a director, that being the only alteration made in the constitution of the Board.

For the year 1900 the officers and directors are as follows: Charles A. Laton, President; John Scott Wilson, Vice-President; Rudolph Herold, Jr., Secretary and Treasurer. Directors, Wm. Macdonald, George W. Spencer, V. Carus Driffield and L. L. Bromwell.

Mr. Laton was first elected to the office of President in 1877 and has filled the presidential chair continuously since then. He has helped to shape the course of the Fire Patrol with a capable and experienced hand, and to his indefatigable personal exertions the success of the institution is very largely due. Mr. Laton is manager of the Palatine Insurance Co. of England, and has been a prominent figure in insurance circles in San Francisco for forty years.

Up to December 31st, 1899, the total number of alarms attended, and duty performed at, by the Fire Patrol since its organization, is 10,223. In the same period it has spread 31,250 covers and has been 8,477 hours on actual duty at fires.

Under the new City Charter the Board of Directors of the Underwriters' Fire Patrol have the right to recommend to the Board of Fire Commissioners persons suitable for the offices of Fire Marshal and Assistant Fire Marshal, and the Fire Commissioners may appoint on such recommendation. The salaries of Fire Marshal and his assistant and deputies, are fixed and paid by the Fire Patrol.

The Fire Patrol is supported and maintained by levies made up on all of the Fire Insurance Companies doing business in San Francisco, upon the basis of insurance business done by a company.

The limits of the patrols' territorial jurisdiction are comprised within the area lying between Sixteenth street to the water front, north as far as Union street, and west to Baker street.

The Fire Patrol has two stations. No. 1 station, which is the departmental headquarters, is located at 106 and 108 Jessie street. It is a substantial and commodious building, erected upon the lines of a modern fire engine house. The first floor is utilized for the apparatus. On the second floor there are a spacious dormitory, bath, and sitting-rooms, which are models of neatness, cleanliness and comfort. The third floor is used as a drying-room for covers and officers' quarters. At No. 1 station there are seven horses, all trained, as the horses of the Fire Department are, to make a quick and self-acting response to an alarm; two service wagons, one spare wagon, one pick-up wagon, two buggies for superintendent's use; covers [stock] 291, covers [roof] 14, one steam salvage pump, one hand pump, one wagon for transporting suction hose, coal, ropes, etc., with other equipments. The stations are connected with the fire alarm station at Brenham place, and alarms are received as in the Fire Department. The patrol has the right of way in the streets on going to a fire, and is only subordinate in this connection to the Fire Department itself. Station No. 1 comprises fifteen men, including the superintendent. John F. O. Comstock is superintendent and captain. He joined the Fire Patrol on its organization in April, 1875, as a private, and has remained faithful to its service ever since. Captain Comstock is a native of San Francisco, and was born February 22, 1853. For a time he followed the roving life of a sailor, and has plowed many thousands of miles of ocean waste. He has been to Australia, and has made several voyages to Europe by way of Cape Horn. But he forsook the sea for the Fire Patrol. In September, 1876, he was promoted lieutenant of station 1.

On the organization of station 2 in 1879 he was transferred there as lieutenant in charge. Upon the death of Captain White, in February, 1893, Captain Comstock became superintendent, which office he has filled ever since. The original members of Station No. 1 were Russell White, Superintendent, J. P. Wyckoff; J. F. O. Comstock, George K. Hart and W. K. Brown and the following call-men: Samuel Bostwick, J. R. Johnson, J. B. Taylor and C. O'Neill. The call system was abandoned September 1st, 1895, and since that time the members of the corps at each station are compelled to give their whole undivided time and attention to their duties as patrolmen.

Station 1 has been engaged at all fires of any consequence since its organization. The Patrol does not confine its operations to burning buildings where insured goods only are threatened. On the contrary, whether the goods are insured or not, every effort is made to render the loss to the owner as small as possible.

The duties of a patrolman are often attended with great danger, yet notwithstanding this, there has been no life lost amongst the members in the discharge of their duties. This is a record that reflects much credit upon Capt. Comstock and his predecessor in office. On April 3d, 1883, several members of the Fire Patrol had a close call at the Palace Hotel. An alarm came in at 1:53 P. M. from that hotel and owing to the proximity of station 1, the members of that company had reached the scene of the alarm before any of the companies of the Fire Department got there. An explosion of gas had taken place, caused by the breaking of an eight inch gas main in the basement. By some means the escaping gas had become ignited and

the broken main was pouring out a volume of flame to its full capacity. Headed by Captain Russell White and provided with Babcock extinguishers, the patrolmen descended to the basement and soon extinguished the flame. The escaping gas immediately filled the vaults and drove the men out. A second explosion occurred whilst some thirty men



FIRE PATROL STATION NO. 2

were in the basement. District Engineer John E. Ross of the Fire Department was killed, and thirty-five persons were more or less seriously injured. Of the firemen, five were badly injured and twenty-three employees and workmen of the Palace Hotel were similarly hurt. Of the Fire Patrolmen, Superintendent Russell White, E. J. Drew, R. S. Chapman, G. B. Larose, J. F. McCormick, J. Ford and G. W. Harrison were all

so painfully and seriously burned as to be rendered absolutely helpless, and for a considerable time were unable to feed themselves owing to the injuries they received.

The present members of station No. 1 are F. James, lieutenant in charge; J. M. Smith, sergeant; and privates, S. A. E. Hansen, driver; J. W. Comstock, driver; J. E. Sullivan, A. C. Butt, L. E. McCawley, T. J. Mullins, C. Nolan, N. J. Robertson, P. Benson; substitutes, W. J. Williams and H. W. Carter; and watchman C. H. De Knight. On the organization of station 2, Charles H. O'Kell was appointed lieutenant in charge of No. 1 house and held that position until the death of Captain White, when he was transferred to station 2.



NORMAN J. ROBERTSON

Norman J. Robertson was born in Gold Hill, Nevada, August 1, 1878; entered the Fire Patrol August 6, 1899; now ranks as patrolman of House No. 1.



LIEUT. FRANK JAMES

Frank James, lieutenant of House No. 1, Fire Patrol, was born in Bristol, England, in September, 1858; joined the Fire Patrol in 1886. For two years he was an extra driver of the Fire Department.



C. NOLAN

C. Nolan was born in Washington, D. C., December 25, 1861; joined the department August 1, 1890; now ranks as patrolman of House No. 1, Fire Patrol.



L. E. McCAWLEY

L. E. McCawley was born in Illinois in 1874; joined the department April 1, 1898; now ranks as patrolman of House No. 1, Fire Patrol.



PETER BENSON

Peter Benson was born in Sweden in 1864; joined the department February 1, 1899; now ranks as patrolman of House No. 1, Fire Patrol.



WALTER J. WILLIAMS

Walter J. Williams was born in San Francisco March 3, 1873; joined the department January 9, 1899, as patrolman of House No. 1, Fire Patrol.



A. C. BUTT

A. C. Butt was born in San Francisco in 1869; joined the department in 1898; now ranks as patrolman of House No. 1, Fire Patrol.



H. W. CARTER

H. W. Carter was born in San Francisco April 17, 1877; joined the department January 5, 1899, as patrolman of House No. 1, Fire Patrol.



T. J. MULLINS

T. J. Mullins was born at Gold Hill, Nev., March 6, 1870; joined the Fire Patrol May 20, 1899, where he ranks as patrolman of House No. 1.



S. A. E. HANSEN

S. A. E. Hansen was born in Denmark in 1872; joined the department April 1, 1897; now ranks as patrolman of House No. 1, Fire Patrol.



J. E. SULLIVAN

J. E. Sullivan was born in San Francisco; joined the department in 1897; now ranks as patrolman of House No. 1, Fire Patrol.



J. W. COMSTOCK

J. W. Comstock was born in San Francisco, Cal.; joined the department October 1, 1897; now ranks as driver at House No. 1 of the Fire Patrol.

J. M. Smith was born in Stockton, Cal., October 24, 1867; joined the department May 1, 1890; resigned October 1, 1892; re-entered February 4, 1896; now ranks as sergeant of House No. 1, Fire Patrol.

STATION NO. 2

Station No. 2 is located at 65 City Hall Avenue. It was organized June 17th, 1879. The original members of the company were J. F. O. Comstock, lieutenant; W. K. Brown, driver; J. L. Littlefield, J. H. Colen and T. Dornin, Patrolmen. It has one service wagon with two horses and eighty covers, with other equipments. It responds to all alarms. The present members of station No. 2 are Chris. Lee, lieutenant in charge; C. R. Magill, sergeant; F. Simons, driver; privates, P. Thaten, L. J. Euberts, N. Vasen and A. Obenauer.



LIEUT. CHRIS LEE

Chris Lee, born in Philadelphia, Pa., October 31, 1852, joined the department April 3, 1882, as patrolman; now ranks as lieutenant of House No. 2, Fire Patrol.



CHAS. R. MAGILL

Chas. R. Magill was born in Troy, N. Y., July 28, 1860, served in the above city as a fireman, and now ranks as sergeant of House No. 2, Fire Patrol.



N. VASEN

N. Vasen was born in Philadelphia, Pa., December 9, 1866; joined the department November 3, 1899, as patrolman of House No. 2, Fire Patrol.



PETER THATEN

Peter Thaten was born in Stockton, Cal., May 4, 1872; joined the department February 28, 1897, as patrolman of House No. 2, Fire Patrol.



LEWIS J. EUBERTS

Lewis J. Euberts was born in Pennsylvania April 19, 1870; joined the department October 2, 1896, as patrolman of House No. 1, and later transferred to House No. 2, Fire Patrol.



A. OBENAUER

A. Obenauer was born in San Francisco, Cal., March 2, 1877; joined the relief department, and later the Fire Patrol, where he ranks as patrolman of House No. 2.

OAKLAND



FRED SIMONS

Fred Simons was born in San Jose August 7, 1870; joined the department August 1, 1895, as driver; now ranks as driver at House No. 2, Fire Patrol.



C. C. PARRISH

C. C. Parrish, hoseman of Engine No. 1, Oakland, born in Oakland, November 6, 1873. He joined the Department, July 1, 1899, as extraman of Engine No. 1.



ENGINE COMPANY NO. 12, SAN FRANCISCO



M. J. HANLY

M. J. Hanly, hoseman of Engine No. 1, Oakland, was born in Marysville, Cal., January 22, 1859. He joined the Fire Department in 1885 as extraman of Engine No. 1; was transferred to Hose No. 1 in 1889; retired in 1892; rejoined the Department October 18, 1898 as extraman of Engine No. 3, and was transferred to Engine 1 in June 1899.



D. A. O'BRIEN

D. A. O'Brien, foreman of Engine No. 2, Oakland, was born in San Francisco, March 12, 1869. He joined Hose No. 3, July 1, 1894, was promoted assistant foreman of Truck No. 1 in 1898 and foreman of Engine No. 2, 1900.



GEORGE CRUSE

George Cruse, hoseman Engine No. 2, Oakland, was born in Oakland, April 15, 1871. Joined the Fire Department September 1, 1899.



T. J. ROBERTS

T. J. Roberts, engineer of Engine No. 2, Oakland, was born in Ohio, December 16, 1863. He joined the Department September 1, 1899 as sub-engineer and was appointed engineer of Engine No. 2 in November 1899.



AIME A. SICOTTE

Aime A. Sicotte, foreman of Engine No. 3, Oakland, was born in Canada, May 8, 1856, and came to California in 1863. He joined the Fire Department in September 1878, and was promoted foreman of Engine No. 3, in October, 1898.



W. C. WHITE

W. C. White, foreman of Engine No. 4, Oakland, was born in New Orleans January, 1840, and came to California in 1852. He joined the Fire Department in 1872 and was promoted foreman of Engine No. 4 on March 15, 1883.



GEORGE DEMARAIS

George Demarais, engineer of Engine No. 3, Oakland, was born in Rochester, New York, September 4, 1852. He came to California in 1875 and joined the Fire Department April 1, 1876, as engineer of Engine No. 3.



CHAUNCEY B. SMITH

Chauncey B. Smith, assistant foreman Engine No. 4, Oakland, was born in Illinois February 6, 1861, and came to California in 1866. He joined the Fire Department in 1894 and was promoted to assistant foreman in 1897.



CHARLES HARRINGTON

Charles Harrington, hoseman of Hose No. 1, Oakland, born in Boston, Mass., September 17, 1865, and came to California in 1868; joined the Department in March 1899.



B. H. SWAN

B. H. Swan, foreman of Hose No. 3, Oakland, was born in Placerville, Cal., March 2, 1868. Joined the Department, July 1, 1894, as assistant foreman of Truck No. 3; foreman of Hose No. 3, February 5, 1895.



ALBERT H. RIEHN

Albert H. Riehn, extraman of Hose No. 2, Oakland, was born in California December 3, 1850. He was a member of Oakland Volunteer Fire Department in 1870 with Felton Engine No. 2 and joined the present Department September 1, 1899.



W. J. MCGUINESS

W. J. McGuiness, driver of Hose No. 3, Oakland, was born in San Francisco, June 1, 1871. He joined Engine No. 1, July 1, 1894, was promoted to driver of Hose No. 3, April 1, 1899.



L. H. HOFFMAN

L. H. Hoffman, steward of Hose No. 3, Oakland, was born in Germany, October 14, 1845. He came to California in 1866 and joined Engine No. 1, May 1, 1874; transferred July 1, 1874, to Engine No. 2; appointed driver of Chemical No. 2 in 1890, and steward of Hose No. 3, November 3, 1897.



J. J. MULGREW

J. J. Mulgrew, foreman of Truck No. 2, Oakland, was born in Oakland July 10, 1866. He joined Engine No. 4 in September, 1887, and was promoted to foreman of Truck No. 2 October 19, 1898.



WILLIAM H. DUNLAP

Wm. H. Dunlap, hoseman of Hose No. 3, Oakland, was born in Oakland, February 15, 1872. Joined Hose No. 3, July 1, 1894.



J. C. MELLON

J. C. Mellon, foreman of Truck No. 3, Oakland, was born in San Francisco, February 12, 1865. He joined Engine No. 3, May 1, 1888 and was promoted to foreman of Truck No. 3 July 1, 1894.



F. E. SOULE

F. E. Soule, truckman of Truck No. 3, Oakland, was born in Lawrence, Mass., September 19, 1869. He joined the Oakland Fire Department in 1899 as extraman of Truck No. 3.

John J. McCarthy, hoseman of Engine No. 1, Oakland, was born in Chicago, April 17, 1865, and came to California in November 1876. He joined the Fire Department in January, 1899, as extraman of Engine No. 1.

William Hartman, hoseman of Engine No. 1, Oakland, was born in Lone, Amador county, Cal, August 13, 1864, and joined the Fire Department July 1, 1894, as hoseman of Engine No. 1.

William Laughland, Steward Chemical Engine No. 3, Oakland, was born in San Francisco, October 31, 1870, and joined the Fire Department in November, 1895. He was foreman of Engine No. 6 in 1896-97; steward of Chemical Engine No. 3 in 1898-1900.

Charles M. Castera, assistant foreman Engine No. 2, Oakland, was born in Oakland, March 9, 1865, and joined the Fire Department June 30, 1897.

William J. Baccus, hoseman Engine No. 2, Oakland, was born in San Francisco November 17, 1873, and joined the Fire Department in March, 1897.

Peter M. Saul, driver of Chemical Engine No. 3, Oakland, was born in East Oakland, June 16, 1865. Joined Chemical Engine No. 3, November 2, 1892.

George Louis Yager, assistant foreman Hose No. 3, Oakland, was born in San Francisco, September 18, 1862, and joined Hose No. 3 July 1, 1894.



W. H. SIEDENTOFF

W. H. Siedentoff, truckman of Truck No. 3, Oakland, was born in St. Louis, Mo., May 12, 1861. He joined the Fire Department April 1, 1898.

ALAMEDA

FRED. K. KRAUTH

Fred. K. Krauth is Chief Engineer of the Alameda Fire Department. He has a long and meritorious record as a fireman. As a boy he ran with the junior organization of Manhattan Engine Company No. 2 in the days of the Volunteer Fire Department, and after the formation of Rincon Hose Company No. 6, he became a member of that body. When the paid Department came in Chief Krauth joined Hose Company No. 2 and was one of the original members of that company. In September, 1876, he assisted in organizing the first company in the Alameda Fire Department, and from that time to the present has been an active and enterprising member of the Department. He was attached to Citizen Hook and Ladder Company No. 1 as assistant, and then foreman, and has always remained faithful in his allegiance to that company. He was elected chief engineer of the Alameda Department on December 4, 1880, at the first election for the office. From that time to January 13, 1883, he filled the executive chair as the guiding brain and hand of the Department. Then for a time he hung up his white hat and entered upon the stormy sea of politics. For two years he was deputy sheriff of Alameda county and did service as a private in the "hooks," but on February 28, 1885, he was again elected chief. He has held the office ever since and holds it now.

To his untiring personal efforts and his capacity as an organizer, the Alameda Fire Department owes its present state of efficiency.

Chief Krauth is a native of New York City and was born March 21, 1848. In 1852 he reached California and received his education in this State. By trade he is a printer, and for thirty-five years followed that trade and for a time was engaged in business with his father,



FRED K. KRAUTH

who was proprietor of the Alameda Encinal. For four years he was chief of police of Alameda.

Chief Krauth introduced the first hose wagon into California, and he is always on the lookout for improvement and is desirous of increasing the efficiency of his Department. The citizens of Alameda have good reason to congratulate themselves upon having so capable and energetic a chief for their Fire Department.

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